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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and to improve the character of the service rendered to the public.

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THE ATLANTIC FERRY.

Since the speed of ocean vessels with the ordinary means of propulsion appears to be near the economical limit, a resort to relays is suggested. There is an eager desire to reduce the time between New York and the other side as much as possible, and British promoters have asked their parliament for an appropriation to subsidize a time-shortening scheme.

The proposition is to use turbine steamers of the fastest type for the ocean trip, and to substitute as far as possible the use of the railways and fast transport boats in conjunction with the Atlantic steamers. In order to do this the new concern proposes to run the fast liners between New York and Berehaven, on Bantry Bay, the nearest available harbor on the Irish coast. From there fast trains will make the transit across Ireland. Turbine ferries will rush the passengers and mails from Dublin to Liverpool or Bristol, and from there they will go by fast trains to London. The time from Berehaven to London is 12 hours. The same company will operate steamers between Halifax or Sidney, on the coast of Nova Scotia, and Berehaven, and thus effect the greatest possible shortening of the distance. This plan contemplates two transfers, and the resulting inconvenience and delays, but the race against time compels all sorts of sacrifices. Twenty-five years ago a four and a half day trip between London and New York looked like a fanciful dream. Today it is apparently a possibility. The fast liners are crowding the five day limit across the Atlantic, and if the steam turbine proves the success that is expected the four-day transit may be realized.

TRANS-PACIFIC TRADE.

A remarkable statement as to the Trans-Pacific projects of Russia was made recently by the president (Mr. Kondo) of the Japan Mail Steamship Company (Nippon Yusen Kaisha) on the occasion of the annual meeting of the shareholders. After observing that from a capital standpoint the Japanese company stands fifth among the shipping undertakings of the world, and occupy the seventh position in regard to tonnage, the president stated that it maintains steamship lines between Japanese ports and San Francisco, Seattle, Australia, Bombay, London and China, and he then referred to the establishment of new steamship lines in the Pacific, especially German, American English and Russian. When in Washington some time ago Mr. Kondo was informed that Congress would sooner or later seek to promote United States shipping and shipbuilding by subventions, and that a fresh impetus was expected from this policy. The action of the Nord Deutscher Lloyd and the Hamburg-American Company in purchasing a number of vessels for the Chinese coasting trade and the opening of the Yangtse-Kiang district were regarded as very promising for German trade in the East.

The president, in referring to the approaching completion of the Russian scheme for establishing steamship communication from Vladivostock and Port Arthur to all the ports in the East and America in connection with the Trans-Siberian Railway, characterized the project as a most important event. At present two steamers, the Mongolia and the Manchuria, for the new Russian lines are being completed for service at Trieste, and two others are being built for the Russian Government by the Union Iron Works, of San Francisco. The object aimed at by Russia is to reduce by one-half the fares from London and Moscow to all parts in the East via the Trans-Siberian Railway and connecting steamers. Mr Kondo stated further that the reduced charges are already being quoted, and that it will be possible to accomplish the journey from London to Japan via the new route in 16 days.

THE YACHT RACES.

(ACT OF CONGRESS).

Capt. Shoemaker, chief of the revenue cutter service, has made public the rules and regulations which will be enforced by the United States revenue cutters during the international yacht races:

The attention of all parties concerned, owners and masters of yachts, excursion boats, and of all craft carrying passengers to view the international yacht races, is called to the following act of Congress, approved May 19, 1896:

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled: That in order to provide for the safety of passengers on excursion steamers, yachts, oarsmen and all craft, whether as observers or participants, taking part in regattas, amateur or professional, that may hereafter be held in navigable waters, the Secretary of the Treasury be, and he is hereby authorized and empowered in his discretion to detail revenue cutters to enforce such rules and regulations as may be adopted to insure the safety of passengers on said excursion steamers, yachts, oarsmen, and all craft, whether as observers or participants, taking part in such regattas.

* * * *

Note.—The movement of the patrol fleet, steam yachts and excursion boats across the triangle from the first leg of the course presupposes that the first or windward stretch of the competing yachts is to the right from the starting point. In the event that the direction of the wind is such that the regatta committee selects the left leg from the starting point as the first leg of the course, the movement of the patrol fleet, the steam yachts, and the excursion boats—when the signal is given by the flagship—will be across the triangle to the right, or the reverse of the movement.

Rule 9. A blank cartridge fired from any one of the patrol vessels will indicate that some vessel is persistently violating some rule. Prompt attention to this warning signal will obviate the necessity of sending the offender back to New York in charge of an officer of the revenue cutter service, and the revocation of the license of the master.

All masters and owners of water craft of all descriptions are hereby warned that any violation of the foregoing will be under penalties for violation of the navigation laws of the United States, to-wit: fine and forfeiture of license.

(Signed) O. L. SPAULDING,
Acting Secretary of the Treasury.

THE CLERGUE ENTERPRISES.

At a dinner given recently to the Dominion Minister of Public Works and F. H. Clergue, president of the Algoma Central and Hudson Bay Ry. Co., and allied concerns, at Owen Sound, the latter made some remarks in connection with the railways now under construction in Algoma, and the other industries being developed in connection with it. Having a surplus of iron from the Helen mine, said Mr. Clergue, it was decided to manufacture steel rails, and a satisfactory contract was made with the Dominion Government. This year they were expending $2,000,000 for the erection of a steel plant, which will be the most improved one of the kind under one control in the world, and he took pleasure in announcing that since that contract had been made the shareholders of his company had paid in $20,000,000 in cash to be expended in developing the industries.

Owen Sound has not the iron deposits and forest wealth which exists at Sault Ste. Marie, but it has the best harbor on the Georgian Bay, and through that it can have a large share of the benefits to be derived from handling the products of the works at Sault Ste. Marie and the country tributary to it. At present it can only avail itself of that trade for eight months in the year, but he hoped that before the end of two years, by the completion of the Manitoulin & North Shore Ry., Owen Sound would become a twelve months town, and be open for trade the whole year. The Governments, both at Ottawa and Toronto, had at last recognized the necessities of Sault Ste. Marie and had assisted to provide the necessary means of transportation. He justified the action of the Government in giving land grants to encourage capital to develop the country. He denied that he is a railway promoter, but insisted that he is an industrial manufacturer, and that it is necessary to have a railway to get into the country and develop the country, and the manufacturers of older Ontario must have a railway to send in their supplies.

The next industry on his mind was that of steel shipbuilding. There were great opportunities for the ports on the Georgian Bay, and he assured those contemplating the establishment of such an industry that before four months the works at Sault Ste. Marie would be turning out all the material necessary for the construction of ships. If a shipbuilding plant is established at Owen Sound with capacity to turn out 500 ft. vessels similiar to those on Lake Erie, his company will be ready to encourage it to the extent of $200,000.

NEW MANAGER FOR THE GREAT LAKES TOWING CO.

At a meeting of the directors of the Great Lakes Towing Co., held in Cleveland on Monday, Capt. Cyrus R. Sinclair, of Chicago, was appointed general manager, vice Capt. Collier, resigned. Capt. Sinclair was at once notified of his appointment and he will accept the position, taking charge at once.

The general opinion is that the officials of the company made a good selection and that Capt. Sinclair will prove to be a very worthy man for the place. He is thoroughly posted in all branches of the lake trade and is one of the most popular men in the business. He has been an underwriter's wrecking master for a number of years and is now with the Sea & Lake Insurance Co. Capt. Sinclair was originally in the tug business and for several years was local inspector of hulls at Chicago. He left the service of the government about four years ago to become wrecking master for marine underwriters.

Capt. J. R. Sinclair, his brother, is local manager for the tug trust at Chicago, and Capt. Alex Sinclair, the broker at Ashland, Wis., is also a brother.

DETROIT.

Special Correspondence to the Marine Record.

The steel steamer Hugoma, building for the Morleys, at Wyandotte, will be launched on Wednesday next. She has been built for coast service.

A new chart, in colors, of Cleveland harbor and Cuyahoga river, Ohio, has just been issued and is now on sale at the U. S. Lake Survey Office, 33 Campau building, Detroit.

A new chart, in colors, of the recent survey of South Fox Island Shoals has just been issued and is now on sale at the U. S. Lake Survey Office, 33 Campau Building at six cents per copy.

The yacht Priscilla, which 15 years ago came within a few seconds of being America's cup defender, is in the slip of the Michigan Yacht & Power Co. above Belle Isle bridge, and is now being laid up for the winter.

The Grand Trunk elevator at Point Edward, which has stood for forty years, caught fire and burned to the ground on Monday. The steamer City of Collingwood had just finished unloading a cargo of grain. The elevator was valued at $70,000 and was covered by insurance.

Mrs. W. D. Ragan, of Port Huron, will send a friend to Wiarton, Ont., to look for the body of her husband. Ragan who was owner of the schooner Jupiter, lost on Lake Huron last week, took out a $2,500 accident policy, with the Standard Accident Co., before starting on the fatal trip.

The company operating the Port Huron and Duluth line of steamers, has had plans prepared for the construction of a new steel steamer. The vessel will be 383 feet long, 50 feet beam and 30 feet deep. She will be named after J. E. Botsford, of Port Huron. The contract will be placed as soon as the details of the plans have been perfected.

When the steamer Cornell reached Detroit on Monday afternoon, Capt. C. Z. Montague was informed that his son, Newton Montague, had died at Huron, O. Captain Montague at once left the boat and proceeded to his home by rail. The steamer proceeded to her destination under command of the mate.

The following meteorological observations are furnished by the office of the U. S. Weather Bureau, Detroit, for the week ending Sept. 24: Prevailing wind directions for the week, southwest; highest velocity 27 miles, south, Sept. 22; mean temperature for the week, 58; highest temperature, 78 on 23d; lowest, 40, on 19th.

The wreckers who have been at work on the whaleback barge 202, ashore above Port Huron, have made some progress in the last few days. When the wind freshened up Tuesday, she was in seven feet of water. It was necessary to let water into her to keep her from being tossed higher on the beach, but when the wind goes down she will be pumped out again and towing will be resumed.

The Canadian steamer Donnacona came out of dry dock this week and her place was taken by the Midland Queen; both are English-built craft and this is their first season. The Queen's hull for 100 feet along the bottom is bent, many of the plates and frames being in such condition that they will have to be replaced. The Midland Queen grounded on a rock in the "Soo" canal and it is expected that every one of the 24 plates struck will have to be taken out. The work will cost about $20,000, and will take two or three weeks. The Midland Queen belongs to Playfair Bros., of Midland, Georgian Bay, and hails from Dundee, Scotland.

Capt Hansen, of the lost schooner Jupiter, who took to the yawl with his family, and Mate Oleson, says that before he left the schooner, Mr. W. D. Ragan, the owner, went into the cabin and, borrowing a pencil from Mrs. Hansen, wrote a letter to his wife. This letter, with his eye-glasses and money, he put in a small glass jar and corked it tightly. He then put it into a pail of water to ascertain if it would float, as it proved to do. He then wrapped a piece of canvas around it, explaining that the canvas was to protect the jar in the event that it was washed against the rocks. He doesn't know when Ragan set it adrift. This is the letter which was picked up near Wiarton, Ont., last Saturday.

BUFFALO.

Special Correspondence to The Marine Record.

Owing to the low stage of water in the river the launch of the Western Transit Line's new steamer Chicago has been postponed until Saturday.

The excursion steamer Crystal of the Crystal Beach line has been laid up for the winter. The Superior, only, is now making regular trips to the Beach.

Coal chartering is brisk, but the rates don't improve. Lake Superior 35 cents, and Lake Michigan 50 cents, with the range between these figures to the minor ports.

The position of superintending engineer of the Northern Steamship Co. has been done away with, and J. H. Tarney has been appointed marine superintendent with headquarters at Buffalo.

Arrangements have been made for the funeral of Sherman G. Brooks, the wheelman on the lost steamer Hudson, whose body was picked up in Lake Superior last week. His body has been embalmed and will arrive on the steamer Troy from Sault Ste. Marie Wednesday, and the funeral will be held on that day.

Capt. Ed. Maytham is back in his store at the foot of Commercial street, after a long and painful illness, which threatened at one time to remove one of the best known marine men on the lower lakes. It was found necessary for Captain Maytham to submit to an operation for appendicitis, and following this he lay on his back for five weeks unable to move. His iron constitution brought him back to health.

The officers of the Western Transit Co. announced that it will provide for the families of the lost members of the crew of the steamer Hudson wherever it is found that assistance is necessary. Care will be taken that none of those dependent on the men drowned in Lake Superior shall want until permanent arrangements can be made for them. Several families will not want assistance.

An official investigation is being made by the steamboat inspectors regarding the loss through foundering on Lake Superior of the Western Transit Liner Hudson. Only the evidence of persons sighting the craft can be obtained so that actual evidence of the causes leading up to the casualty will not be brought forward. This is the most serious casualty of the season both in lives and monetary value. The inquiry is looked upon here as a mere matter of form, no recommendations can be made and it will neither do harm nor good.

Arrangements have been made for launching the new steamer building for the Western Transit Co., at the Buffalo yards of the American Ship Building Co. The new craft will be one of the finest freight boats on the lakes, being a sister ship to the Troy and Buffalo. She will be named the Chicago. As the new sister ship is to be engaged in the Lake Michigan trade, it was considered very appropriate that she should bear the name of that great city on the shores of that lake. To enable it to so christen the steamer, the Western Transit Co., decided to change the name of the old boat to Troy. It is not believed that the new Chicago will be completed in time to go into service this season.

The new twin screw steamer Kronprinz Wilhelm arrived in New York on Wednesday. She left Bremen on September 17 and Southampton and Cherbourg the 18th. From the time of leaving Cherbourg harbor the steamer experienced head seas with heavy southwesterly gales. On the 24th she made 575 knots, which the chief engineer claimed to be the best day's run ever made on an initial voyage. The Kronprinz is built on the lines of the Kaiser Wilhelm der Grosse, but is 15 feet longer. Her dimensions are, length 663 feet, beam 66 feet and depth 43 feet. Her gross tonnage is 15,000 tons and displacement 21,300 tons. The time of passage was 6 days, 10 hours and 15 minutes. Total distance, 3,045 knots; average speed per hour, 19.74 knots.

Michael Moran and John Tracey, of New York city, who were passengers on the Barry steamer Hartford, say that the damage done to the Grand Trunk bridge across the Welland canal consisted of a slightly bent bar or brace, which was one of the supports of the bridge. Capt. Barry was willing to make good the damage done, but refused to accede to the demand of the collector of canals that he deposit $500 to cover what damage the bridge suffered. Capt. Barry proffered his card to the authorities, but they refused to accept it, saying that the money should be deposited. Inasmuch as the amount was considered exorbitant, and knowing that the line was thoroughly responsible, the captain determined to leave port despite the fact that the authorities had ordered the captain of the Petrel to fire on the Hartford should such an attempt be made. Capt. Barry's determination to leave was further augmented by the receipt of a telegram which advised him that his brother was dying. The assumption of authority shown by the Canadian government officials was entirely without precedent and wholly uncalled for, according to the passengers named, in view of the fact that the bridge is private property and not under the control of the government.

A delegation of prominent citizens of Quebec, connected with harbor improvements, etc., visited here a few days ago. They found that there are 38 grain elevators in Buffalo, of a total storage capacity of over 21 million bushels, in addition to which 6 transfer towers and 8 floating elevators; another big steel elevator is in construction, which gives a total of 53 elevating buildings, the transfer capacity of which is 5,000,000 bushels every 24 hours. The most remarkable of those structures are the two huge steel tank elevators on the ship canal. A powerful and expeditious lifting mechanism for loading coal was shown to the visitors while in operation, by which a railway truck with its 20-ton load of coal was raised to an elevation of 30 feet and then tipped so as to discharge its contents into a funnel-shaped bin, which was in its turn lifted up and then lowered into the hatch of the vessel, where it automatically emptied itself. Thus, by rapid handling, the cost of coal is reduced to a minimum; soft coal for fuel has been sold as low as $1.15 per ton in Buffalo delivered. The railways now own and control all the wharves on both shores of the river and the ship canal, but the city has recently succeeded, before the courts, in reclaiming a portion of the river front west of the extremity of Main street, and on the other hand the Federal Government has built two extensive breakwaters of an aggregate length of about two miles, about 24 feet wide on top.

DULUTH-SUPERIOR.

Special Correspondence to the Marine Record.

Cargo insurance on lumber has been done at considerable loss, owing to the large number of disasters to lumber vessels.

The whaleback barge 107 went into the West Superior dry dock, on Sunday, for repairs to her bottom. The steamer Corona is also at the ship yards in West Superior for repairs to her bow.

Capt. Joseph Kidd went to Bayfield on Monday on business in connection with the burning of the steamer Fedora. He will likely report to the owners and underwriters the condition of the burned hull and machinery.

The 400 foot steamer Christopher, building at the Superior yard of the American Ship Building Co., for Milwaukee people, will be launched Saturday. This is the first ship of the largest class to be ordered in Milwaukee.

The collector of customs at Duluth has notified Capt. A. B. Wolvin, general manager of the Pittsburg Steamship Co., that the fine against the steamer Gen. O. M. Poe for violation of navigation laws for the "Soo" river has been remitted by the department.

A northeast gale, which attained the greatest velocity on Lake Superior which has been recorded for some time swept all of the Upper Lakes on Tuesday. At Duluth the wind reached the 62 mile point for a short time and the greatest force attained after that was 40 miles during the forenoon.

The steamer Fedora, which took fire and was beached, is considered a total loss. She was originally owned by E. D. Carter, of Erie, Pa., and later purchased by W. W. Brown, of Cleveland, her present owner. The name Fedora was taken from the title of Fannie Davenport's great play, in which she was starring in 1889. Miss Davenport herself christened the vessel.

Wreckage from the Hudson is drifting ashore along Keweenaw Point. The Western Transit Co. has announced that it will provide for the families of the lost members of the Hudson's crew, wherever assistance is found to be necessary. The body of Brooks, and any others that may be found, will be taken to Buffalo for burial or wherever the relatives may desire.

The first steel elevator at the head of the lakes, of the circular steel tank type, will be erected this winter on a site just north of the Peavey elevator with the two concrete annexes. This new elevator will have a capacity of 2,000,000 and will be erected by a Minneapolis syndicate of which McCarthy Bros. are the local representatives. It is also reported that the Pioneer Steel Elevator Co., of Minneapolis, will construct a grain elevator in Duluth this winter.

There is a certain portion of Duluth where colored lights are exhibited at the entrance of the houses. These are generally known to be danger signals, but last week a steamer wanted to nose her way in that direction thus endangering

STEAM WINDLASSES CAPSTANS AND STEERING APPARATUS

the north pier. In appears that in dark, thick weather the lights are sometimes mistaken for harbor stake lights. A local regulation could be made to shade the lights from lakewards if the complaint is found serious enough to warrant any action being taken by the municipal officers.

G. A. Tomlinson, of Duluth, has awarded a contract to the American Ship Building Co. for the construction of a modern steel cargo steamer. It is stipulated by Mr. Tomlinson that it will be built at the Superior yard and the cost will be about $220,000. This makes two boats that Mr. Tomlinson has placed contracts for this season and they will be sister vessels. The one that was awarded this week is to be ready to go in service June 1 next. The dimensions of the boat are as follows: Length, 346 feet; beam, 48 feet; depth, 28 feet.

The big steamer W. L. Brown, of the Canada-Atlantic Transit Co., took out 240,000 bushels of wheat for Depot Harbor on her last trip. The cargo was loaded from the Great Northern elevators A and F at West Superior, in the remarkably short time of 6½ hours. Work started at 8 a. m. and ended at 3:30 p. m. The dinner hour was counted out in the foregoing record, but it is a very remarkable one when it is considered that the grain was taken from two houses. Capt. J. T. Rose, local representative of the Canada-Atlantic Transit Co., expresses the highest satisfaction with the dispatch given the W. L. Brown in loading.

Lumber manufacturers express themselves as well satisfied with the present conditions and the season's business to date. Lumber is still moving down the lakes as fast as boats are supplied. The rate to Lake Erie is still $2.50 in spite of the report from eastern sources that on Sept. 15 the Lumber Carriers' Association would advance the rate to $3. The Lake Superior lumber shipments for the season up to Sept. 1 aggregated 606,304,000 feet. These shipments are for four months, beginning about a month later this year than in 1900. Up to Sept. 1, 1900, the total lumber shipments from Lake Superior were 488,133,000 feet, about 100,000,000 feet less than for the preceding year to the same date.

A part of the crew of the Samuel F. B. Morse quit work at Ashland on Monday and asked for their wages, the captain refused to pay them. United States court commissioner cited the captain to appear before him, and if he still refuses to pay up the commissioner will refer the matter to the federal judge at Madison, Wis., who will take evidence from both sides and decide the controvesy. Some of the seamen who left the Morse say they boarded the boat at the Soo intending to quit at Ashland to go to the woods. This practice is getting so common that captains are getting tired of it and refuse to pay the men, if they can get out of doing so. If round trip articles are signed by seamen and they desert before the trip is over, they are liable to punishment and cannot collect their wages; if shipped for the passage they have a right to walk ashore.

CLEVELAND.

Special Correspondence to The Marine Record.

Capt. Henry Morey has taken charge of the schooner Marion W. Page vice Capt. Albert Moore.

Capt. Cyrus H. Sinclair, general manager of the Great Lakes Towing Co., has reached here from Chicago and taken charge of his work. Capt. Sinclair, is well known and highly thought of at the principal lake ports.

There is not the best dispatch that could be wished for at this port just at present as the docks are well lined up with vessels. Vessels arriving for the next week or so will be detained a couple of days before a start is made at discharging them.

Capt. Joseph Lampoh has resigned the command of the steamer Onoko and will sail the steamer building for the Minch estate by the Jenks Ship Building Co., at Port Huron. Capt. W. H. Johnson of the steamer Philip Minch has been appointed master of the Onoko.

Capt. Fick, late master of the burned steamer Fedora, has the distinction of having taken the first load of ore out of Ashland, Wis. Capt. Fick was then master of the Cumberland and took the initial cargo from the Northwestern ore dock No. 1, 17 years ago the 13th of last July.

The Floating Bethel, Chaplain J. D. Jones, is one of the best charitable and religous institutions in the city, a helping hand is always extended to those in distress and its city mission work ranks if possible above that of any other, though, p'raps not so wide, on account of limited funds.

Application has been made in the common pleas court for the dissolution of the Mutual Transportation Co. and the Menominee Transit Co. The vessel property owned by each was managed in the offices of M. A. Hanna & Co., by Capt. Geo. P. McKay and was sold to the Pittsburg Steamship Co.

Edwin S. Mills, assistant general manager of the Pittsburg Steamship Co. (United States Steel Corporation) who has been seriously ill in his apartments in the Croxden, Prospect street, for a week, is out of danger. For a time it was feared Mr. Mills would not live, but, Tuesday, the doctors reported that he was on the road to rapid recovery.

There will be no change in the arrangements for the launch of the cruiser Cleveland at Bath, Me. Miss Ruth Hanna will christen the new vessel. Next Saturday is the day set for the event. It is expected that Senator Hanna and members of his family will leave on Thursday for Bath, Me., to witness the ceremonies attending the christening.

Since the southeast shoal has been marked with an adequate lightship, it is expected that Capt. Geo. P. McKay, acting for the Lake Carriers' Association, will at once visit the city officials and take up the matter of proper lights and fog signals on the tunnel cribs of Cleveland, as many of the vessel owners are certain that the cribs are dangerous to floating property in dark or thick weather.

Col. Jared A. Smith, Corps of Engineers, U. S. A., formerly Government engineer at this point, is expected in the city on Friday en route to Philadelphia, where he will take charge of the Government work. Col. Smith was one of the most popular engineers who ever had charge of the work in Cleveland, and his reception here will be hearty. His stay will be brief, however, owing to the necessity of assuming charge of the work at Philadelephia on October 1.

The following meteorological observations are furnished by the office of the U. S. Weather Bureau, for the week ending September 25th. Prevailing wind directions during the week, southeast, highest velocity, 26 miles, south, on the 23rd; mean temperature for the week, 59; highest temperature 76 on September 23; lowest 49 on September 19th; sunrise and sunset data computed for local time at Cleveland, September 27th sun rises, 5:53; sets, 5:49; September 30th sun rises, 5:57 sets 5:44; Oct 3 sun rises, 6:co sets 5:39.

Mr. John A. Donaldson, who has had charge of all the docks operated by the Pittsburg Coal Co., including the fuel docks in the Detroit and Soo rivers, has resigned and will not be with the trust after Oct. 1. Mr. Donaldson has been with the Pittsburg Coal Co., since it was organized, and has been one of the most successful dock managers on the lakes. For a number of years previous to the organization of the trust he was with the Pittsburg & Chicago Gas Coal Co. He looked after the chartering of all the tonnage moved by that company, which was one of the largest shippers on the lakes.

The day boats between Cleveland and Toledo have been discontinued this week. With the change of service the company proposes to run night boats on the route, Sunday included, until probably the first of December. The duration of the service will depend upon weather conditions. Recently the boats on this route have been running straight through from Cleveland to Toledo during the day time. The former practice was to have a boat come into Cleveland from Toledo during the night and double back to Put-in-Bay during the day. The same would be done out of Toledo, causing, therefore, a change of boats at the Bay on through business.

The light-ship Kewaunee, owned and equipped by the Lake Carriers' Association, is now at the southeast shoal, Lake Erie. After the expenditure of $12,000 the Lake Carriers have at last succeeded in getting a light on this dangerous shoal, and there are a good many vessel captains that will be glad to know that the boat is there. The Kewaunee cost $10,000, and she has been fitted with a spar and fog signals, while her hull and upper works have been especially strengthened for heavy weather. Three-inch planks have been placed along her cabin to withstand the seas. The three lights were lent by the government after the deposit of a check for $480 by the Lake Carriers' Association. The strandings at the shoal have been many this year, and boats have constantly had to wait for daylight to attempt to get past the spot. The shoal is in Canadian waters, and nothing but a gas buoy has been there since the lighthouse burned. It is probable the American government will buy the ship if she proves a suitable craft.

AN effort is being made to establish telephone communication between the Wisconsin peninsula and Washington, Plum and Pilot Islands by means of submarine cables. The life-saving service has been interested in the matter.

CHICAGO.

Special Corresponaence to The Marine Record.

The steamer City of Chicago has gone into winter quarters at St. Joseph. The McVea has also been laid up. The City of Milwaukee will make daily trips to Chicago until the close of the season.

The following meteorological observations are furnished by the office of the U. S. Weather Bureau, Chicago, for the week ending Sept. 25th: Prevailing wind directions during the week, N. W. S. (equal); highest velocity, 47 S. on 22d. Mean temperature for the week, 62; highest temperature 82, on the 23d; lowest 44, on 21st.

The small steamer City of Marquette, owned by the Menominee & Manistee Transit Co., was bought this week by the Hill steamboat line, of Fish creek, for $21,000. The boat will take the place of the Cecelia Hill on the Menominee, Sturgeon Bay and Washington Island route, and the Hill will go into the fish trade.

Capt. McCarthy's appointment as harbor master in place of James Barry, deceased, gives satisfaction to local marine interests, and it will also be hailed with as much satisfaction by his friends throughout the chain of lakes. Mr. McCarthy was first appointed harbor master in 1879 and he has served either as harbor master or as assistant under every Democratic city administration since his first appointment.

Capt. Levi Mann, the well-known navigator, who has sailed the Great Lakes for the last 53 years, died last Friday at St. Joseph, aged 65 years. Some 30 years ago he was appointed superintendent of the life-saving stations of this district, but, owing to ill-health, was compelled to resign. Having been a victim of consumption the last few years, the veteran sailor was comforted by attendants furnished by local Masons, of which order he was an honored member.

P. H. Fleming, who has been in the vessel business from boyhood, died last Friday night at Denver, Col., of consumption, aged forty-four years. Mr. Fleming began active business in partership with Capt. J. L. Beckwith, vessel brokers under the firm name of Beckwith & Fleming. On the establishment of the Lehigh Valley line in 1888, Mr. Fleming became its Western agent. As head of the firm of P. H. Fleming & Co., he has held a prominent position in the vessel business, although declining health has kept him away from his office much of the time for several years past.

The loss of the Hudson was a body blow to the insurance companies having risks on ship, freight and cargo, and it is now figured that the season losses to date will aggregate in round numbers about $1,500,000, with the worst portion of the season yet to hear from. The Hudson loss will be accountable for nearly $250,000 and she is a total loss, as well as the Fedora. Capt. Kidd, of Duluth, surveyed the burned remains of the latter steamer and reports nothing to speak of recoverable. The loss of the City of Cleveland was not severe on the underwriters, as the bulk of the risk was not covered by insurance.

Capt. C. R. Sinclair, late wrecking master for the Sea and Lake Insurance Co., has been appointed general manager of the Great Lakes Towing Co., otherwise known as the tug trust. Capt. Sinclair was originally in the tug business, and then for several years was local inspector of hulls at Chicago. He left the service of the Government some four years ago to become wrecking master for the nnderwriters. It was generally thought that Capt. J. R. Sinclair, local manager for the tug trust in Chicago, was in line for the position of general manager, made vacant by the resignation of W. A. Collier, but this, it appears, was not what the directors intended although Capt. J. R. would have filled the position just the same.

The south fork of the south branch became very annoying to marine men last week on account of the trouble steamers and tugs had in its narrow, shoal waters. The steamer City of Rome, loaded grain at the Wabash elevator Thursday and started down in tow of a tug. Back of the Glue Works a shoal spot was struck and there the steamer remained until 7 o'clock next morning. She finally reached the lake just before noon. At Deering street bridge the tug Morford which had the Rome in tow, got into trouble. The protection of the center pier of the bridge has all rotted away, and the steamer sagged against the bridge, closing it ahead of the tug, and the Morford's pilot house was wrecked. The Wallula went aground at Main street, where clay has been dumped in the river to build a cofferdam for bridge work. After she was released there, she also struck the Deering street bridge, and when it closed on the tug William Dickinson it took off the boat's whistle and smoke stack. Water in the south branch was very low, and vesselmen are advised that the low stage of water which comes every fall has set in.

THE HAMBURG-AMERICAN LINE.

A German writer gives an economic history of the Hamburg-American line, a concern which owns more steam tonnage than any other organization in the world, save, of course, the navy of one or two maritime powers. Its beginnings were modest in the extreme, for its original fleet in the year 1848 consisted only of a couple of sailing vessels, whose cabin capacity was limited to some 30 berths each, and three round trips to New York in the twelve months was considered good work for them. Additions were soon made to the fleet, but these at first were also sailing vessels, and it was not until the year 1854 that two steamships, the Borussia and the Hammonia, were ordered from a British yard. In 1856 the service to New York was established on a regular monthly basis, increasing in 1866 to a weekly service in summer. The following year saw the company carrying the German, British and United States mails. Then came the institution of the line to Havana and New Orleans. The absorption of the rival Adler line was accomplished in 1875, and in 1881 branch services to the St. Lawrence and Boston were established. In 1887 the determination to start an express service to New York was reached and two years later the first of the big fast twin-screw steamers appeared in the Augusta Victoria, built at Stettin. In 1891 a Philadelphia service was started, and the following year saw the employment of the express steamers in a united service to the Mediterranean, whereby the traveler is afforded an opportunity of touring in the Levant. In 1896 South America was brought into the scope of the company's activity with a service to the River Plate. In 1898 the Eastern Asian service was established. This at present is maintained by the Hamburg line in conjunction with the Nord Deutscher Co., both the partners striving to excell in the class of ship appointed for the duty. About this time the Kingsin line was purchased. Then last year the ports of Northern Brazil were brought into the range of the company's operations, and arrangements for harmonious working of the South American trade was made with other large German companies. The last achievement has been the recent acquisition of the 7 steamships of the Atlas Co., a Liverpool line with a well-known connection with West Indian, United States and Central American ports. But through prosperous times and times which have not been prosperous the policy of expansion and absorption seems to have been adhered to with Teutonic tenacity.

Thus in 1850 we find the Hamburg-American line with a capital of $1,500,000, owning 4 steamers and carrying 1,420 passengers in 11 voyages. In 1900 they had 98 ocean steamers with a capital of $20,000,000 and a reserve of upwards of $2,000,000, carrying 167,000 passengers in 419 round trips and showing a working profit of $6,000,000, declaring a 10 per cent. dividend. The tonnage of their ocean steamships is now placed at about 424,000, having a book value of upwards of $25,000,000.

PRESIDENT ROOSEVELT'S VIEWS.

A more liberal and extensive reciprocity in the purchase and sale of commodities so that the overproduction of this country can be satisfactorily disposed of by fair and equitable arrangements with foreign countries.

The abolition entirely of commercial war with other countries and the adoption of reciprocity treaties.

The abolition of such tariffs on foreign goods as are no longer needed for revenue, if such abolition can be had without harm to our industries and labor.

Direct commercial lines should be established between the eastern coast of the United States and the ports in South America and the Pacific Coast ports and Mexico, Central America and South America.

The encouraging of the merchant marine and the building of ships which shall carry the American flag and be owned and controlled by Americans and American capital.

The building and completion as soon as is possible of the isthmian canal, so as to give direct water communication with the coasts of Central America, South America and Mexico.

The construction of a cable owned by the government, connecting our mainland with our foreign possessions, notably Hawaii and the Philippines.

The use of conciliatory methods of arbitration in all disputes with foreign nations so as to avoid armed strife.

The protection of the savings of the people in banks and in other forms of investments by the preservation of the commercial prosperity of the country and by placing in positions of trust men of only the highest integrity.

ICE BREAKER AND CAR FERRY.

Messrs. Sir W. G. Armstrong, Whitworth & Co., of Newcastle, England, have completed the building of a vessel to the order of the Dominion Minister of Railways and Canals. The craft is named the Scotia and has been built for the carriage of railway trains across the Straits of Canso to and from Port Mulgrave, in Nova Scotia. The vessel is at the same time constructed as an ice breaker, as during a considerable portion of the winter months the straits become congested with large masses of ice that drift in with the tides and winds. The steamer is capable of taking over a load of nine Pullman cars, 84 feet 6 inches long, or a corresponding number of box cars. She is also specially strengthened to take over an express locomotive and tender, weighing not less than 118 tons. The vessel has been tried on a measured mile at the mouth of the river Tyne with equivalent weights to her working load on board, when she proved herself able to carry out her contract speed, and developed the power necessary for ice breaking. The vessel is built with two sets of triple expansion engines of 1,200 h. p. each, with four large cylindrical boilers, all working at a pressure of 160 lbs., and the shafting is continuous from end to end of the vessel. There is an ice-breaking propeller, and she has also rudders at each end, which admit of the ship being handled in either direction.

LOSS OF THE FEDORA.

The steamer-barge Fedora, Capt. W. W. Brown, Cleveland, managing owner, burned to the water's edge at Redcliff, Lake Superior, on Friday night last. A lamp exploded in the engine room, and before the pumps could be started the fire reached such headway that the engineer was compelled to leave the engine room. Capt. F. A. Fick and the crew of eighteen had a narrow escape, but reached shore safely. Nothing was saved but what the crew could carry. The boat was bound to Ashland from Duluth, light. The lumber yards and mill owned by the Redcliff Lumber Co., of Redcliff, had a narrow escape from burning. The captain and crew of the burned vessel reached Bayfield and left for Cleveland the next day. The boat is practically a total loss.

The Fedora had a gross tonnage of 1,848 and an A1½ Inland Lloyd rating. She was built at West Bay City, Mich., in 1889; was 282 feet long, 41 feet beam and had a depth of 20 feet. She was valued for insurance purposes at $70,000.

STATEMENT OF THE VISIBLE SUPPLY OF GRAIN.

As compiled by George F. Stone, Secretary Chicago Board of Trade, September 21st, 1901.

CITIES WHERE STORED.	WHEAT. Bushels.	CORN. Bushels.	OATS. Bushels.	RYE. Bushels.	BARLEY Bushels.
Buffalo	1 510,000	994.000	307,000	61,000	165,000
Chicago	4,992,000	7,103,000	1,828,000	233,000	21,000
Detroit	331.000	64,000	127,000	196,000	24,000
Duluth	3,612.000	647,000	532,000	469.000	299,000
Fort William, Ont.	996.000	.....	.....	.....	.....
Milwaukee	128.000	270,000	564,000	28,000	58,000
Port Arthur, Ont.	30.000	.....	.....	.....	.....
Toledo	726,000	668,000	1,171,000	385,000	8,000
Toronto	16,000	.....	.....	.....	25,000
On Canals	398,000	224,000	715,000	.....	155,000
On Lakes	1,535,000	1,154,000	95,000	.....	.....
On Miss. River	.....	.....	.....	.....	.....
Grand Total	32 625.000	12,930,000	8,747,000	1,644,000	1,416,000
Corresponding Date, 1900	54,993,000	7,322,000	11,659,000	869,000	784,000
Increase for week	1,753,000	428,000	272 000	26,000	291,000
Decrease " "	.....	.....	.....	.....	.....

While the stock of grain at lake ports only is here given, the total shows the figures for the entire country except the Pacific Slope.

LOSS OF THE CITY OF CLEVELAND.

The large wooden steamer City of Cleveland, was lost on Sunday, Sept. 15, on Perseverance, near Fitzwilliam island, Georgian Bay, bound from Lake Superior to Midland with a cargo of 2,300 tons of iron ore.

The Cleveland went on the rocks in the early morning during a hard gale. The weather was very thick at the time. When she first struck Capt. R. M. Thompson immediately sounded and found that she was making water. He attempted to turn, but in the attempt grounded. The hold filled rapidly and in a few minutes the steamer had settled in 30 feet of water. The crew had barely time to lower the boats, in which they reached the shore in safety.

The City of Cleveland was a wooden steamer of 1,610 tons gross, built for and owned by the Bradley estate in 1882 and rated A 1½* with an insurance valuation of $55,000.

DEADWATER.

Among the Scandinavian, especially the Norwegian sailors they often speak of a curious phenomenon, which they call "dodvand" (literally translated, deadwater). It appears near the coasts, especially in the neighborhood of great river-mouths, and most frequently it is sailing vessels in light wind or ships in tow that are exposed to it, but sometimes also steamers. When a ship gets into deadwater it is nearly helpless, it looses its speed and does not answer the helm. At the same time, peculiar changes are to be observed in the surface of the water.

An important example of the astounding effects of the deadwater is given to us by Dr. Fridtjof Nansen's voyage with the "Fram" along the coasts of Siberia at the beginning of his polar expedition. In the Taimyr Sound, namely, the ship three times got into a very strong deadwater, and Dr. Nansen has described this event in his popular account of the expedition. Though the engine worked at full speed, the "Fram" hardly moved from the spot on account of the deadwater, and "it swept the whole sea along with it."

This event has caused a scientific investigation of the phenomenon of the deadwater, which is now nearly finished and will be published in the general account of the scientific results of the "Fram" expedition. It is, however, of importance to learn what experience they have of deadwater in different countries, and the undersigned therefore appeals to the readers of this paper with request of kind information in regard to the following questions:

1. Is the phenomenon known by American sailors, and, if so, by which name?

2. At which time of the year does it usually appear, at which places and under what circumstances? Please describe the phenomenon as completely as possible.

Especially the undersigned would be much obliged for any account of particular cases of deadwater, which have happened. Please make the description as complete as possible (also state time and place) but do not include any facts except fully reliable ones.

(Signed) V. WALFRID EKMAN,
Doctor of Philosophy.

Address: Stockholms Hogskola,
Stockholm, Sweden.

LAUNCH OF THE W. S. MACK.

The steel steamer William S. Mack, built at the Lorain yards of the American Ship Building Co. to the order of W. H. Mack et al., Cleveland, was successfully launched on Saturday.

The launch was one of the most exact ever witnessed at the yards, the steamer leaving the ways on an even keel. The honor of christening the boat fell to Miss Annabelle Mack, daughter of the late Capt. William S. Mack, for whom the boat was named. The ceremony was the customary breaking of a bottle of champagne over the vessel's bow as she started down the ways. The launching party from Cleveland was made up as follows: Mrs. W. S. Mack, Miss Annabelle Mack, Mrs. W. S. Bailey, Misses Nellie Thomas, Marguerite Tuttle, Jeannette Wellman, Mrs. Knowels, of Rochester, Misses Martha Clark, of Marquette, and Hazel Buck, of Chicago; Capt. John Mitchell, Capt. Henry Parsons, Mr. Oliver Upson, Mr. W. H. Mack, Mr. O. T. Weaver, Capt. Henry Peterson, Mr. Max J. Wells, Mr. E. Nicholson, Capt. John Corrigan, Mr. L. Wallace, Mr. J. Lee Wallace, Mr. Robert Logan, Mr. F. C. Lamarche, Mr. Daniel Abery, of Detroit, Mr. John Walsh of Pittsburgh, Mr. W. Whitney of Norwalk, and General Manager J. C. Wallace of the American Ship Building Co.

The new boat will be ready for service in six weeks, and will be sailed by Capt. Henry Peterson, formerly of the Harvard and Griffin, and one of the most experienced masters on the lakes.

The Mack will carry about 4,500 tons. She is 366 feet over all, 346 feet keel, 48 feet beam and 28 feet deep She will have triple expansion engines with cylinders 20, 33½ and 55 inches by 40-inch stroke. Steam will be furnished by two Scotch-type boilers, 12 feet 10 inches in diameter and 13 feet to be allowed 175 pounds.

Shipowners at New York are crestfallen over the exceedingly low freight rates and scarcity of cargoes, and there seems to be no relief in sight. Long time charters are being offered by owners at very low figures, which adds to the gloomy outlook. Steamships are leaving that port with tons of vacant space in their holds, rather than accept the prevailing rates.

NEW IRON ORE MINES.

The recent discovery of ore about one-fourth mile east of the first opening of the Champion mine, Champion, Mich., is a matter of comment in Lake Superior iron mining circles. The new deposit has been stripped for 100 to 150 feet in length and shows from four to twenty feet in width, which is about as wide as the surface showing at the old Champion mine. If it should widen as the work deepens, as has been the history of the old workings, the life of the Champion property will be greatly prolonged. The Negaunee Iron Herald says:

"The ore is practically an outcrop, there being but from one to four feet of stripping, and is shown to be of high grade by a series of analyses. Preparations have been made for sinking, and until this work is somewhat advanced Supt. Fitch declines to express an opinion as to its extent, though the substantial equipment provided for the exploratory work may at least be taken as evidence that he has considerable confidence in the value of the new discovery, in spite of the fact that the constantly changing conditions of the old workings during his long connection with the company, has caused him to become conservative and cautious in any estimate of future prospects. The old mine is now looking better than for some years, the ore breadth at the bottom—1,900 feet from the surface—being about 100 feet, with every appearance of still widening as further depth is attained. Should it transpire that the new find will develop as the big end of the old Champion, as many are willing to predict, it will be but the strongest of evidence in support of the contention of many that the mining industries of the country are yet in their infancy. Besides this instance, other recent discoveries are not wanting. In this line may be cited the large deposits of ore recently located on the Hartford at Negaunee and on the more recently acquired mineral holdings of the Cleveland Cliffs Co. at the same place, but little more than a stone's throw from the point where the first ore in the county was discovered nearly sixty years ago. Whatever may be the result of the discoveries here noted, it is perfectly safe to say that no adequate estimate can be made of the future possibilities of the country in respect to the production of all grades of ore of marketable value.

HEAVY ARCTIC ICE.

Admiral Makaroff, of the Russian Navy, has failed to penetrate the Arctic Sea with the ice-breaker Ermack, and has reached Norway on his return voyage. He is convinced from his experience that it is utterly impossible for any steamer to penetrate the thick Arctic ice. His plan of going poleward in an icebreaker was based on an idea that the average ice in the Arctic sea is only between five and ten feet thick. Walter Wellman, whose Arctic experiences extend over a comparatively short time, recently expressed an opinion that the Arctic ice is in the neighborhood of ten feet thick on the average, but it is evidently much thicker, although where there are no floes the figure may be approximately correct.

Dr. Nansen gave the subject of ice formation considerable attention during his drift on the Fram, and he says in his book "Farthest North," in regard to one of his observations: "This particular piece of ice began to form on a large opening in the night, between October 27 and 28, so it has frozen fifteen inches in fifteen days. I observed that it froze three inches the first night, and five inches altogether during the first three nights; so it has taken 12 days to the last 10 inches. Even his small observation serves to show that the formation of ice goes on most easily where the crust is thin, becoming more and more difficult as the thickness increases, until at a certain thickness, as we observed later, it stops altogether." Of another observation he says: "The ice to starboard cracked yesterday, away beyond the air trap. The thickness of the solid floe was eleven and one-half feet, but besides this other ice was packed on it below." Hence, Dr. Nansen reached the conclusion that the ice does not attain an enormous thickness by freezing, but the packing caused by pressure produces blocks and floes of varying thickness. The depth of the ice about the Fram became a subject of much speculation, and two of the crew finally made a wager and began boring to settle their dispute. The result of their work showed that the ice was thirty feet thick under the ship.

It would be impossible for any steamer, however powerful she might be, to do more than smash her own bows on ice like this.

LOSS OF THE STEAMER HUDSON.

The steel steamer Hudson, Capt. A. J. McDonald, owned by the Western Transit Co., Buffalo, foundered off Eagle harbor, Lake Superior, last week during a heavy blow with the loss of all hands.

The Hudson cleared from Duluth for Buffalo Sunday, Sept. 15, with 69,000 bushels of wheat and 22,500 bushels of flax seed. The ship and cargo represented a valuation of nearly $300,000; the ship $200,000 and the grain $95,000. The grain was insured for $86,000, and it is supposed that the steamer was insured for something like $125,000, though her valuation for insurance purposes was placed at $160,000. The wheat was shipped by Ames-Brooks & Co., of Duluth, and the flax seed from the Consolidated Elevators for the Albert Dickinson Co., of Chicago.

A list of the crew of the Hudson is as follows: A. J. McDonald, captain; C. D. Brooks, 1st mate; Moses Trouton, chief engineer; George Vogt, 1st assistant; Donald Glass, 2d assistant; Edward Miller, wheelsman; Neils Peterson, wheelsman; S. G. Brooks, wheelsman; John Jansen, lookout; Peter Renning, oiler; Peter La Duke, steward; J. Hulligan, waiter; Frank Webster, porter; W. Hummel, John Hughes, George Luck, P. Quinn, R. Meyer, W. Gregory, firemen; S. D. Gee, James Sullivan, Joseph Turner, Charles Creek, deckhands.

Second mate Thomas J. Reppenhagen, did not go on the last trip, and it is unknown who took his place.

ANOTHER CONTRACT FOR A STEEL STEAMER.

A contract has been placed with the American Ship Building Co. by G. A. Tomlinson, of Duluth, for a steel freight steamer to cost $220,000. The new boat is to come out June 1, 1902, and will be built in the Superior, Wis., yards. The dimensions of the craft will be 346 feet, 48 feet beam, and 28 feet deep. This is the second ship Mr. Tomlinson has ordered this season for delivery next year.

EASTERN FREIGHTS.

Messrs. Funch, Edye & Co., New York, report the condition of the Eastern freight market as follows:

The small volume of business reported in this issue is, no doubt, to a great extent, due to the cessation of business during the last few days, caused by the unfortunate demise of our late president. Aside from this, the freight market is in a most deplorable condition and with the liberal supply of tonnage still available, there is little chance of any material revival in rates. A prompt steamer at New Orleans has accepted the low figure of 1s. 9d. per quarter thence to picked ports U. K. or Continent, which reflects the situation more forcibly than we can express it. Coal shipments from this coast to the Mediterranean continue feasible, whilst the present low freights exist. The demand for cotton tonnage is exceedingly light and is likely to remain so until this staple moves more freely than at present.

We cannot report any improvement in our market for sail tonnage, which remains quiet and neglected, with but few charters during the past week. Case oil freights in particular are weak, the best bid obtainable for Japan being 22c. while vessels are offering at 23c.

MARINE PATENTS.

680,491. Depth indicator for vessels. C. Mehlsen, Brooklyn, N. Y.

682,631. Vessel or ship, Paul Mauchin and Louis Boudreaux, Paris, France.

680,671. Screw propeller. F. W. Brewster, London, Eng., assignor to the Myers' Screw Propeller Syndicate, Ltd., Manchester, England.

682,213. Hydraulic propeller for ships. E. E. Marchand, Paris, France.

682,476. Rudder. J. Marolf, Tillamook, Oreg.

679,721. Life-preserver. Howard C. Bristol, East Tawas, Mich.

679,738. Dredging apparatus. Joshua L. Garwood, Butte, Mont.

680,289. Oar-lock. William L. Sutterlin, Trenton, N. J.

680,357. Wave-power apparatus. Warren L. Rhoads, Lansdowne, Pa.

680,481. Rope-clamp. Lemuel Furman, Bay City, Mich., assignor of one-half to Charles Glave, same place.

680,491. Depth Indicator for Vessels. Christen Mehlsen, Brooklyn, N. Y.

Design, 34,907. Ship's Ventilator. Charles McVeety and John F. Ford, Philadelphia, Pa. Term of patent 14 years.

680,692. Cargo steamer. H. Burrell, Glasgow, Scotland.

680,823. Apparatus for raising or lowering ships, boats, etc. Axel Welin, London, England.

680,853. Apparatus for signaling. R. F. Foster, Brooklyn, N. Y., assignor to Hamilton, Foster Fog Signal Co., Ridgefield, Conn.

680,874. Fog horn. L. D. Lothrop, Gloucester, Mass.

SHIPPING AND MARINE JUDICIAL DECISIONS.

(COLLABORATED SPECIALLY FOR THE MARINE RECORD.

Agreement after Knowledge of Loss.—Where plaintiff, who was the owner of the vessel which had been sunk, concluded negotiations for insurance after he knew of the loss of the vessel, there was no property in existence to be the subject of insurance, and a contract to insure made at such time was invalid. Gauntlett et al. vs. Sea Ins. Co. et al., 86 N. W. Rep. (Mich.) 1047.

Loss of Goods in shipment—Measure of Damages.—The measure of damages for goods last in shipment, on which freight had been prepaid, is their market value at the place of destination at the time when they should have been delivered, with interest from that date, and, in the absence of proof of such value, it will be presumed to have been their value at the place of shipment, with the freight added. The Arctic Bird, 109 Fed. Rep. (U. S.) 167.

Shipping—Loss of Cargo—Unseaworthiness.—The sinking of a barge, with cargo, six hours after starting on a voyage, having been towed in smooth water during the time, cannot be attributed to a "peril of the sea," which has reference to such extraordinary perils as cannot be guarded against by the ordinary exertions of human skill and prudence, but must be presumed to have resulted from unseaworthiness at the beginning of the voyage. The Arctic Bird, 109 Fed. Rep. (U. S.) 167.

Failure to Deliver Cargo—Evidence of Shortage.—Where the testimony of the officers and crew of a steamer concurred that all the lumber loaded by a charterer was delivered at the end of a voyage, a shortage cannot be established by testimony on behalf of the charterer as to the quantity loaded, based entirely on an estimate of the total quantity on the dock, from which the witnesses deducted the quantity carried by two other vessels. The Minnie E. Kelton, 109 Fed. Rep. (U. S.) 164.

Bill of Lading—Limitation of Liability for Unseaworthiness.—Under a provision of a bill of lading for goods to be carried by water, limiting the warranty of unseaworthiness of the vessels to the exercise of reasonable efforts by the carrier to make them seaworthy, such carrier is not liable for the loss of the goods, through the unseaworthiness of a barge which it had built, where it exercised reaaonable care in the selection of the materials, and the designer and workmen by whom it was built. The Arctic Bird, 109 Fed. Rep. (U. S.) 167.

Condition of Liability—Time for Presenting Claim.—A carrier of goods has the right to provide by contract that any claim for damages on account of loss or injury to the goods in shipment shall be presented within a reasonable time therein fixed, as a condition precedent to the right to maintain an action thereon, and a provision of a bill of lading requiring such presentation within ten days after the shipper has notice of the loss or injury is reasonable, and will be enforced. The Arctic Bird, 109 Fed. Rep. (U. S.) 167.

Contract of Carriage—Bill of Lading.—Where goods were delivered to and laden upon a vessel for shipment, and a receipt given therefor, under a written contract for their carriage between the shipper and carrier, the terms of such contract cannot be changed, and new conditions and limitations favorable to the carrier added, by a bill of lading subsequently delivered by it to the shipper, and accepted by him without reading, unless it is shown that his attention was called to such changes, so that he may be presumed to have assented thereto. The Arctic Bird, 109 Fed. Rep. (U. S.) 167.

Shipping—Breach of Charter—Evidence Considered—The master of a steamer, which was required by the terms of a verbal charter to load as much of a cargo of lumber at the charterer's dock as she could safely, with the privilege of completing her cargo at another port, held to have been justified in leaving the charterer's dock with about one-third of a full cargo, where the weather was stormy, the dock exposed to the seas, and the water so shallow that the steamer began pounding on the bottom before she ceased loading, and the master, after leaving the dock, waited from 5 o'clock in the evening until 11:30 the next day, before leaving, during which time there were no signs of better weather. The Minnie E. Kelton, 109 Fed. Rep. (U. S.) 164.

Marine Insurance—Conditional Agreement—Opinion of Inspector.—Plaintiff telegraphed the agent of defendant companies, requesting insurance on his vessel according to the rate and classification fixed by an inspector employed by defendants and other associated companies. Defendants replied that they had telegraphed such inspector for the class of the vessel, and that he had replied that the vessel had no class or value until repaired. In response to another telegram from plaintiff, stating that he had seen the inspector, and been told that the vessel required only minor repairs, which would immediately be made, defendants agreed to issue the insurance if the inspector said the vessel was in condition to make the voyage. Plaintiff did not see the inspector, nor have any further communication with him, after the receipt of such conditional acceptance of the risk. Held, that the condition was not complied with, and hence that no valid contract to insure existed. Gauntlett et al. vs. Sea Ins. Co. et al, 86 N. W. Rep. (Mich.) 1047.

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CLEVELAND, O., SEPTEMBER 26, 1901.

THE first race of the series for the America's cup will be sailed today September 26th. Great interest centers in it, for the people have a feeling that more than ever may the loss of the cup be feared. All will hope for fresh and favoring winds that will eliminate such tedious delays and unsatisfactory racing as marked the cup contest series of a year, ago.

THE foundering of the steamer Hudson on Lake Superior last week is the most disastrous casualty of the season, taking as she did, the entire crew, consisting of 25 men along with her. All officers and most of the men were from Buffalo, which brings the calamity home to that port with great force. The Hudson, of the Western Transit Co., was one of the staunchest vessels on the lakes. The gale in which she foundered was the severest of the season, and it is supposed she sprung a leak after her cargo shifted and her machinery broken and disabled.

J. PIERPONT MORGAN remains an ogre for the British mercantile marine and Carnegie's forecasts of the development of American industrial resources seems to hasten their finally dropping back into the second or third place if not farther down the list of maritime countries. A consolidation of railway and shipping interests on the Atlantic and Pacific seaboards, with a possibility that one capitalist can fix through rates and ocean transportation, is now a stock theme with financial writers, who display remarkable credulity in accepting elastic statements concerning the ulterior purposes of American multi-millionaires. At the same time they deplore English inability to form counter combinations. Brook Adams' view on the trade war between continent and continent are also quoted in many journals. Probably there has never been a time when American resources for organization and competition have been equally dreaded in England, but the bulk of the writing at present is ill-considered and the importance of Mr. Morgan's operations is no doubt exaggerated. All things considered, however, the British shipping never stood so clear a show of being relegated to second place in the Atlantic trade, though their several thousand tramp steamers may be able to scavenger out a living in peddling from port to port in all quarters of the earth. It is again certain that American commerce on the seas is to be freed. Fleets will be commanded and directed from this side. Facilities, adequate to the varying occasions, will be obtained for sending our products whithersoever trade conditions suggest. Under present navigation laws purchased foreign ships cannot fly the American flag, but they can carry American commerce.

THE NATIONAL EMBLEM.

Nothing can be in worse taste than attempts to add to or take from the characteristics of a national emblem.

The United States ensign has been flown at the prominent lake ports during the past week as an indescribable piece of bunting, the usual form taken to disfigure the emblem being to sew a deep stripe of black all around it, except at the luff or head of the flag.

To anyone accustomed to honor, venerate and glory in the stars and stripes, this ignorant and stupid action has been felt like a sacrilege, a despoilation and degradation of old glory, a flag which can never be altered except at the will of the people. The emblem stands for the nation, nor can it be defaced, minimized, extended or in any way altered or destroyed except at the will of foreign victors, and it is needless to say that no such conditions existed last week.

It is almost beyond comprehension that municipal officials, and even those who fought under the glorious banner, should sanction the disfigurement of the emblem by placing a black border around the blue and white and red, thus adding a foreign, piratical feature to the symbol, as if the possession of the cities had been turned over to foreign foes, who respected not the original sacred flag of liberty, which stands for so much in the eyes of all right thinking people, and to all the nations of the earth.

The stars and stripes mast-headed, indicates sovereignity, at half-mast, death; union down, distress; but there is no adding to or taking from it one iota. The emblem is inviolable and any willful disfigurement of the nation's standard should be sternly dealt with. Its comparative proportions are regulated by the voice of the nation, its colors the same, the number and arrangement of the stars and stripes may be fought under if and whenever or wherever necessary, but there can certainly no color or stripes be added or taken from it.

The symbol of the power of the nation cannot be tampered with under any circumstances, at home or abroad. A vessel entering a foreign port flying such a flag as exhibited at the several prominent lake ports during the past week would be at once challenged, and if persisting, be probably sunk by any foreign warship or fort observing the desecration. The flag cannot be changed according to the whim or caprice of those ignorant of its dignity and careless of the treatment of its supremacy Municipal officers should remember that the flag stands for a great deal. The people are not looking for a new flag to live under, and to presume to change it in any way is utterly beyond their jurisdiction, by attempting to do so a lack of common sense is displayed.

The RECORD has published column after column in the foregoing strain in the past and yet the schoolmaster seems to be absent from home, or abroad, or somewhere else than where he ought to be. Don't disfigure the United States ensign, nor allow others to do so. The flag, all of it, and nothing less than it is right. No more of this despoilation under any circumstances.

WRECK INQUIRY AT BUFFALO.

An investigation concerning the wreck of the Hudson, was begun on Tuesday, at Buffalo, in the office of the Inspector of Steam Vessels, by request of Supervising Inspector Westcott of Detroit, who has charge of the Marquette district in which the wreck of the steamer occurred.

The hearing is being conducted by Capt. F. L. R. Pope, local inspector of boilers, and Supervising Inspector Stone of Cleveland, who is in charge of the Buffalo district, is in attendance. It is a matter of courtesy that the Buffalo officials are acting, as the case comes under the jurisdiction of Capt. Westcott, Supervising Inspector of Steamboats for the district in which the wreck occurred.

The witnesses examined on Tuesday were Capt. Robert Murray of the steamer Buffalo, a member of the Western Transit fleet, Chief Engineer Henry Hess and the wheelsman, second mate and lookout of the Buffalo, which was on Lake Superior at the time the Hudson was wrecked and lay, in company with the John M. Nicol, under Keweenaw Point for several hours, without knowledge of the terrible straits in which her sister ship was placed. The Buffalo was off Copper Harbor when the storm attained its greatest fury, and Capt. Murray ran her under shelter, remaining until the violence of the storm was abated.

The investigation was adjourned until Wednesday, at which time Capt. William McLean and other members of the John M. Nicol's crew, who were in a position to view the foundering of the Hudson, will be examined. The result of the investigation, which is conducted behind closed doors, will be awaited with much interest by marine men, though but a negative result can be expected.

LAKE MICHIGAN GRAIN, COAL, SITUATION.

Messrs. C. W. Elphicke & Co., marine underwriters and vessel agents, Chicago, report the following conditions in the Lake Michigan grain and coal situation:

The stocks of grain in elevators here and at South Chicago at the dates mentioned were as follows:

	Sept. 23, '01	Sept. 1, '01	Sept. 24, '00
Wheat	8,685,000 bu.	6,856,000 bu.	19 987,000 bu.
Corn	11,918,000 "	11,477,000 "	3,081,000 "
Oats	2,712,000 "	2,942,000 "	5,621,000 "
Other Grains	340,000 "	284,000 "	791,000 "
	23,655,000	21,559,000	29,480,000

Rates continue steady here now, 1¼ cents corn and 1⅜ cents wheat Buffalo, with occasional charters at these same rates to Port Huron and Midland and the demand for tonnage about equal to the supply. There may be slight fluctuations in these rates from time to time, but we do not look for any decided improvement in the immediate future.

Below we beg to give you receipts of both anthracite and bituminous coal by lake at the various ports and dates mentioned:

	To Sept. 1, 1901.	To Sept. 1, 1900.
Chicago	451,833 tons	666,260 tons
Manitowoc	114,708 "	166,139 "
Milwaukee	801,322 "	917,408 "
Sheboygan	128,534 "	148,621 "
Racine	60,241 "	41,617 "
Green Bay	76,063 "	115,836 "
	1,632,701 "	2,055,881 "

These figures are surprising, in that they show a shortage of receipts this year of 425,000 tons from the corresponding period last year. The receipts of coal at Lake Michigan ports during the month of September this year, to date, have been large, but not of the magnitude that would be expected in that period, to make up proportionately for the deficiency shown above. The Lake Michigan coal docks are in good shape and condition to give vessels good dispatch.

These figures augur a heavy coal movement to this lake this fall, and higher coal freights.

LAKE FREIGHTS.

There is no change to report in iron ore rates or chartering. The situation is firm and brisk and every probability of the season showing an aggregate carriage of about 20,000,000 tons. Escanaba is also chartering fairly well at former rates. The only feature in the situation is slight detention experienced at discharging ports and this is likely to prevail for the balance of the season, being figured on it is accepted with slight friction and the best made of the circumstances in all cases.

Grain showed a slight spurt of ⅛ cent on wheat from Chicago, but the going rate is still quoted at 1¼ cents on corn and 1⅜ cents on wheat, with vessels holding for the better rate. The same applies to Duluth, as 2¼ cents was paid on a spot cargo to Buffalo, although the quoted rate is still at 2⅛ cents, with light chartering. The movement of grain is slower than had been anticipated, though next week may develop some brisker shipments, otherwise, boats chartered ahead are well fixed from Lake Superior ports.

Coal is going forward at a brisk rate, on last week's quotations, but Manitowoc is now paying the 50 cent rate, Kenosha and Escanaba the same, Racine, 60 cents. Duluth-Superior, Milwaukee and Chicago took the bulk of last week's shipments. 81,000 tons of anthracite was sent forward from Buffalo, Chicago receiving 20,000 tons. It is expected that the western shipments will soon equal last year's record.

Lumber is being sent forward as fast as possible and the eastern market appears equal to the receipts. This has been a banner season for Lake Superior shipments, and is likely to continue so until well into the fall. The old steady rate of $2.50 per M feet to Lake Erie ports is still the going figure with a promise of a 50 cent raise October 1.

Betting on the cup races, while it has not reached any magnitude as yet, is nevertheless giving evidence of interest and confidence on the part of those who believe Columbia is the better boat. Shamrock money at 5 to 4 with Columbia at the big end is around in plenty, though the actual amounts so far recorded as having been wagered are small. One firm of brokers is offering $10,000 to $8,000 that Columbia will hold the cup, and none of Shamrock's people appear to take up the offer. A number of minor bets, at the same odds, have been placed on the stock exchange.

HISTORY OF THE AMERICA'S CUP.

Mr. F. Neville Piggott, writing in Sandow's Magazine, has a succinct history of the America's cup, which makes appropriate reading as the great series of races begins to-day. Following are some extracts from his paper:

Over half a century has elapsed since a piece of silverware, of little intrinsic value, yet valuable beyond all price by reason of its associations, was taken from these shores by our American cousin, and although many a small fortune has since been expended in the endeavor to bring the trophy back to Great Britain, these efforts have so far been unsuccessful.

In the earlier contests for the Cup, the race was not confined to vessels chosen as the champions of their respective countries, and it is only since 1887 that the rules were altered so that the race is restricted to one challenger and the defender. Originally known as the Hundred Guinea Cup, presented by the Royal Yacht Club, it was in August, 1851, that the name and destination of the trophy became altered, and became henceforward the America's Cup. On the 22nd of that month, at the Cowes Regatta, the keel schooner yacht America, 170 tons, owned by Messrs. John C. Stevens and G. L. Schuyler, of New York, carried all before her, and won from a fleet of fifteen British yachts, her nearest opponent, Mr. T. Le Marchant's cutter Aurora, 47 tons, being over twenty minutes behind. The Cup thus won was presented by the owners of the America to the New York Yacht Club for friendly competition, any organized yacht club of any foreign country having the right to compete, the Cup to become for the time being the property of the club, and not of the members of the club or owners of the winning yacht.

The Cup was allowed to repose peacefully in the possession of its new owners for nearly twenty years after this, as it was not until 1870 that a challenge was thrown out by Mr. James Ashbury, who sent his large schooner Cambria, of 227 tons, across the Atlantic to do battle on behalf of England. This first attempt to bring back the Cup, however, ended in miserable failure, for the Cambria was never in the race, which took place on August 8th, and in the result was beaten by nearly forty minutes by the 97-ton schooner Magic, owned by Mr. J. F. Osgood. Nothing daunted by his severe reverse, Mr. Ashbury in the following year put up another contest, being this time represented by the schooner Livonia, of 280 tons, with a water-line of 107 feet and 23 feet beam. The conditions on this occasion were to contest seven matches, the Livonia to be opposed by a yacht selected by the New York Yacht Club on the morning of each race. In this series, decided in October, 1871, Mr. Ashbury's yacht was scarcely more successful than on the previous occasion. True she won the third race, but this was due to the fact that the schooner Columbia, which sailed the first three matches and won the two previous ones, carried away her steering gear. This was Livonia's only victory, as the 310-ton schooner Sappho, owned by Mr. W. P. Douglas, won the fourth race by 30 mins. 21 secs., and the fifth and final contest by 25 min. 27 secs.

Apparently disheartened by these reverses, British yachtsmen gave up the endeavor to "lift" the cup for awhile, the next challenge coming in 1876 from Canada, when the Royal Canadian Yacht Club sent over the schooner Countess of Dufferin, 138 tons, owned by Maj. C. Gifford, to oppose America's best, which on this occasion was the 151 ton schooner Madeline, the property of Mr. J. S. Dickerson. Two races sufficed to settle the question of supremacy in favor of America, Madeline winning the first match, on August 11th, by 9 mins. 18 sec., and the second, on the following day, by 27 min. 14 secs.

Canada, like the mother country, did not relish feeling the sting of defeat. A fresh challenge emanated from the Bay of Quinte Yacht Club. America was represented by Mr. J. R. Buck's Mischief, whilst the Atalanta, owned and designed by Mr. Alexander Cuthbert, did duty for Canada. The American proved much the fleeter yacht, as in the first race, on Nov. 9th, 1881, she passed the winning point 31 minutes 15 seconds to the good, and in the second and deciding race increased her advantage at the finish to 36 minutes 54 seconds.

There was no race between 1881 and 1885, but challenges now fell thickly, aud in the latter year Sir Richard Sutton's 80-ton cutter, Genesta, was sent over to try and wrest the cup from its tenacious holders. She found more than her match, however, in the sloop Puritan, as the American boat proved successful in the two races contested, on Sept. 14th and 16th, by 6 minutes and 47 seconds and 2 minutes 9 seconds respectively. In the following year the gauntlet was thrown down by Lieutenant William Henn, R. N., on behalf of the cutter Galatea, 171 tons, but she met with no more success than her predecessors, being beaten by the sloop Mayflower, 174 tons, the property of General Charles J. Paine, in the first race by 12 minutes 20 seconds and in the second by 29 minutes 48 seconds. The next year (1887), saw General Paine again in the lists, defending the cup with the sloop Volunteer, 209 tons, against the huge Scottish cutter Thistle, of 253 tons, owned by Mr. James Bell, of Glasgow. Again the visitor had to come away without the cup, for the Volunteer won on both occasions with plenty to spare.

In October, 1893, Lord Dunraven came out with a challenge, and with his cutter Valkyrie II, 106 tons, designed by Mr. G. L. Watson, came the nearest to securing the trophy of any of the challengers. He was opposed by Messrs. Iselin and Morgan's sloop Vigilant. Lord Dunraven tried again. In 1895 he sent another Valkyrie, also designed by Mr. Watson, to represent him, and once more the cup narrowly escaped changing hands. In the first race Valkyrie III was beated by Messrs. Iselin and Morgan's sloop Defender, 134 tons, by 8 minutes 20 seconds, actual time, but in the second race, on Sept. 11, the British yacht turned the tables on her rival, and won by 47 seconds, but the race was given to Defender on a foul. It is significant that in the next contest the American yacht was allowed to sail over the course alone, Valkyrie III withdrawing from the race after crossing the line.

The next series of races, which took place in Oct., 1899, must be fresh in the minds of every one. Rarely has such great international interest been taken in any sporting event as was evinced in the meetings of Sir Thomas Lipton's sloop Shamrock, 144 tons, and Messrs. Iselin and Morgan's Columbia, 145 tons.

This race is still fresh in the memory of all, together with the disappointing delays, lack of wind, fog, accident to the Shamrock, etc., and the result is well known.

And now what will probably be the greatest races in the history of yachting will begin today between Sir Thomas Lipton's Shamrock II and his old successful opponent, Columbia.

PELEE ISLAND TELEGRAPH CABLE.

A new cable has been laid between Pelee Island, Lake Erie, and the mainland, for the Dominion Government, under the supervision of J. F. Richardson, chief electrician of the C. P. R. Co.'s telegraph. There had been in operation a cable previously laid from the island to Point Pelee on the mainland, but owing to the rocky condition of the shore, it seldom stood the ice during one winter. This cable was taken up, and the bad portion taken out, nine miles of deep sea cable spliced on the good portion, and the renewed cable relaid more to the westward, where a sandy or clay bottom extends between the island and the mainland. The new cable and its shore connection to Leamington is 16¾ miles in length, a somewhat longer mileage than by the old cable. There is 13½ miles of line on the island. The maintenance of communication between the island and the mainland is of great importance during the winter time owing to the dangerous crossing for the mail. The cable and its land connection on Pelee Island are worked as a telephone circuit. Pelee Island is counted as one office, although there are four telephone stations on the island, viz., at Pelee Island light, north dock, west dock and south end. Business is interchanged with the C. P. R. Co.'s telegraph, the G. N. W. telegraph and the Bell Telephone Co., the rate being 25c. from Leamington. The line is in charge of J. McC. R. Selkirk, district superintendent of government telegraphs at Leamington, who is also agent for the Bell Telephone Co.

Capt. James Barry, well-known tug man and harbor master of Chicago, died at his home in Chicago last week. He had been afflicted with tuberculosis of the lungs, brought on by exposure while attending to his duties along the river front. Last March he went to Las Vegas, N. M., but obtained no relief. Capt. Barry was a son of John and Johannah Barry, and was born on Wolf Island, off Kingston, Ont., 34 years ago. His great-uncle was Commodore "Jack" Barry of revolutionary fame. In 1869 the Barry Bros. assembled in Muskegon and engaged in the tug business. In 1889 they came to Chicago and started the Independent Towing Co., which was absorbed by the Great Lakes Towing Co. two years ago.

AUTOMATIC RELEASING HOOKS.

One of the best and safest devices found in the equipment of vessels is the automatic releasing hook used on the lower blocks of boats davit tackles. Where boats are frequently lowered, or are always kept in readiness for so doing, these automatic releasing hooks are invaluable. The falls are rove so that by letting go one tackle, the other will overhaul itself and the boat become detached without anyone being lowered in her for the purpose of unhooking.

While a number of passenger steamers are fitted with this purchase, it is quite certain that a large proportion still hold to the old fashioned stiff swivel hooks, much to the detriment of all concerned when boats are required to be used.

We have just received the following letter sent to the manufacturers of this specialty:

OFFICE OF QUARTERMASTER,
TRANSPORT BURNSIDE, MANILA, P. I., Aug. 23, 1901.

The Standard Automatic Releasing Hook Co.,
Room 1001, No. 17 State Street, New York, N. Y.

Gentlemen:—I have the honor to inform you that after giving your releasing hooks and gear a thorough trial, I take pleasure in stating that they are the best I ever saw.

In connection with the above I would remind you that your hooks and gear have been given great tests, as this transport having been for the past eight months laying cable, it has been necessary to lower our boats both night and day, almost continuously.

They have always worked like a charm, and I would not go to sea again on any ship that did not use them, even if I had to buy them myself.

I feel it my duty to recommend them to every ship.

Respectfully,

(Signed) A. H. LAFFIN,
Master U. S. A. T. Burnside.

LETTERS AT DETROIT MARINE POST OFFICE

SEPTEMBER 25th, 1901.

To get any of these letters, addressees or their authorized agents will apply at the general delivery window or write to the postmaster at Detroit, calling for "advertised" matter, giving the date of this list and paying one cent.

Advertised matter is previously held one week awaiting delivery. It is held two weeks before it goes to the Dead Letter Office at Washington, D. C.

Allen, Richard
Bansbaugh, Fred, Simons
Brand, Amos, Angeline
Bouille, D.
Chateau, Capt. W. E.
Conlon, Mrs. Mary E., A. B. Wilson
Campbell, Duncan
Carroll, Frank
Campbell, J. A.
Dorrance, Stanley–2, Sachem
Doty, W. S., Waldo
Donley, Edward, Bangor
Drew, Michael, Vanderbilt
Davis, Harvey, Manhattan
Elsa Walter, Waldo
Erington, Thos., Zenith City
Frazer, Richard–2, T. W. Palmer
Francis, Chas. A., Watt
Graham, T. M., Armenia
Good, Capt. J.
Goff, Chas. H., J. E. Owen
Gallagher, John–2, Hiawatha
Gonaw, James–2, Gardner
Griffin, Frank, Harper
Glendon, Thos.–2, Queen of West
Hyland, Edw., Queen of West
Hendrickson, Miss E.–2, Manda
Hill, Will
Hosner, Varn L.
Hallom, Samuel, Angeline
Irwin, William J.–2, Sauber
Jamison, J. W., India
Keith, D.
Kennedy, Margie, Williams
Kinney, Chas., Glidden
Klein, Wm.–2, Lozen
Kinney, A. W., Tilden
Kettell, John B., Morley
Lavier, John
Lewis, Bert
Liddell, John R.
Laforce, Joseph, Niagara
Lyons, Bert, Hiawatha
Moore, Capt. J. A.
Mudridge, Frank, Parnell
Murphy, Bernard, Trevor
Marcen, Annie, Garibaldi
Murphy, John J., Falcon
Malone, Bernard J.
Murphy, Mrs. Anna
Minnie, L. C.
Miller, Wm. H. Nicholas
McKay, D. S., Iron King
McLean, Wm., Gilbert
McRae, John R.
McLaughlin, John
McIntosh, M. T., Alaska
Niles, Wallace–2, Holden
O'Neal, John–2
Palmatree, Geo., Armenia
Pratt, Joseph
Price, Mrs. John
Patton, James, Russian
Pluke, Max, Chisholm
Pecore, John, Maxwell
Roether, Adolph
Ryan, Joe
Ray, B. A., Vega
Smith, Caroline
Snelgrove, Emmett W.
Sullivan, Pat, D. Houghton
Stannard, Arthur A., Saxon
Smith, Herman, G. Stephenson
Shanks, John
Thomas, Wm., Eads
Trowden, Frank
VanNormer, J.
Wescott, Michael–2, Sauber
Warner, Louie D.
Wallace, L.
White, Bert, Bangor
Williams, Sam, St. Paul
Wescott, Earl A., Trevor
Wybrands, H. B., Matia

F. B. DICKERSON, P. M.

A jury has awarded Samuel Butterfield, of Detour, a verdict of $2,000 against the Arnold boat line. Butterfield claimed damages for injuries sustained four years ago, when a fender of the steamer Ossifrage fell and struck him. The company will appeal the case.

A TRUSCOTT BOAT

SIMPLE, SAFE, RELIABLE, SPEEDY.

It may be possible to build better and safer boats but it hasn't been done yet.

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WHY TRUSCOTT BOATS EXCEL.

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ST. JOSEPH, MICH.

Pintsch Gas Lighted Buoys.

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Burn Continuously

from 80 to 365 days and nights without attention, and can be seen a distance of six miles. . . . . .

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160 Broadway, New York City.

TO CROSS THE ATLANTIC IN A BALLOON.

In the October Century is a discussion of ways and means for crossing the ocean. The author believes that the drag-rope is the key to the problem. He argues thus: If a balloon capable of retaining its buoyant gas in a marked degree were to ascend from any point on the American coast-line, and be kept poised at a given height by means of a rope or ropes trailing loosely over the waves, it would be more or less speedily wafted across the Atlantic Ocean.

West winds could not, of course, be expected always to prevail, but, as it is known that the general drift is eastward, it surely follows that the passage would eventually be made. Practice with the drag rope has shown me the possibility of keeping a balloon afloat, at a convenient altitude, without great loss of gas and ballast. Prairies, forests, mountains and large bodies of water have all been traversed by me with success. The free running of the rope as it glides along over the surface of the water is the special advantage that accrues to a voyage over the ocean.

Andree thought to utilize this device over the frozen sea, but with what success may never be known. His attempt at polar exploration by balloon was, undoubtedly, premature, and should have been preceded by efforts more closely allied to previous experience. Nevertheless, his was a bold recognition of a principle which only needs greater development to prove its correctness.

The full import of the first successful ocean voyage cannot be foretold. We can compare it only with the first Atlantic cable or the first steamship, or the first voyage of Columbus. That it lies next in order to these cannot be doubted, and there is only one known way to success, namely, by the aid of the drag-rope.

Such an undertaking should have a clearly defined motive, namely, nothing less than that complete demonstration of the latent possibilities of navigation by balloons instead of the impossible flying-machine for which the world has been waiting so long. Some years ago it was proposed to make a trans-Atlantic voyage by ascending to the height of three and a half miles, and remaining there long enough to accomplish the passage. It was believed that an upper current is constantly blowing toward the east. Three days only were thought to be necessary to perform this feat, as the easterly current was supposed to be running at the rate of from fifty to sixty miles per hour. However, it was found to be impossible to keep the balloon afloat at such a height by any known means for even one-tenth of the necessary time, and all hopes of a successful voyage were at length abandoned. The invention and use of the drag-rope has introduced a new era for the balloon. This simple appendage makes the long ocean voyage a possibility.

THE London correspondent of the Liverpool Post says: "I hear that the boom which has been devised for the purpose of arresting submarine boats, has been completed. The last series of experiments has intensified the belief that it would be impossible for any boat to pass it. It is so flexible that it can be made with the greatest ease to surround any ship, and it is so light that every vessel could carry it. What is more, the machinery for bringing it into operation is compact. The French have been so busy manufacturing that they have never thought of the possibility of checkmating. We have secured a checkmating device and are building. Ours is the wiser policy."

THE LUMBER TARIFF.

"The mills are practically all closed."

This was the language used by Gen. R. A. Alger, one of the most extensive lumbermen and manufacturers of lumber in the United States, in conversation recently with the editor of the American Land and Title Register. The General, whose knowledge of this great industry makes him an expert and competent to speak of the terrible blow dealt American interests by the act of Congress that transferred hundreds of sawmills from the United States to Canada, charges the damage to the Dingley tariff which placed a duty of $2 per 1,000 feet on lumber imported from Canada; and of Senator Burrows who of his own volition or acting at the behest of others, the General says: He did a greater injury to Michigan than he can repair if he lives a thousand years."

From an examination of the law, it appears that the United States Senate had passed the tariff bill fixing a duty of $1 per 1,000 feet on imported lumber; the House, however, when the bill came before it, raised the duty to $2. Senator Burrows was one of the conference committee appointed by the Senate to adjust differences, and as such receded from the position taken by the Senate and voted for the $2 duty. A clause was inserted in the law, giving the Secretary of the Treasury power to add to the duty of $2 on manufactured lumber, any sum that Canada might impose as a duty on the exportation of logs to be sawed in the United States. But Canada was too sharp to be caught attempting to levy an export duty on logs, which, being added to the $2 duty on lumber would operate to shut its manufactured lumber out of American markets. It therefore absolutely prohibited the exportation of logs. This fact seems to be wholly unknown in the United States, except among leading lumbermen, and even the leading daily press of Detroit, which extensively discussed the situation at the time made no particular mention of it.

Not feeling fully contented with the foregoing rendition of the facts, the RECORD addressed an inquiry to Messrs. Eddy Bros. & Co., Bay City, one of the most prominent lumber dealing firms in Michigan, to which we received the following reply:

"The matter of tariff as imposed by the Canadian government does not affect the bringing of forest products to this country; it is the duty imposed by our government, which on lumber is $2.00 per M feet, saw logs free. Not the Dominion government, but the Ontario government prohibits the exportation of most of the products of the forest, such as pulp wood, posts, telegraph poles, railroad ties, tanbark and all such things as that, including saw logs. Any timber cut from deeded lands, lands owned by the Dominion government, or Indian lands controlled by the Dominion government can be exported; but the quantity controlled that way is very limited, the Ontario government being the principal owner of all timber contributed to this locality. The result is that very few logs can or will hereafter be exported to this country.

You speak in your letter of a large amount of timber being rafted across from Canada. This is not a fact as it is very limited indeed; probably not one-tenth of what it was three years ago."

A WRECK chart showing the number of wrecks that have taken place in and around Cape Race has been prepared by the Department of Marine and Fisheries, of Newfoundland. It is estimated that hundreds of lives have been lost, and that $20,000,000 of property has been destroyed along the coast during the 40 years under review.

FLOATING DOCK FOR ALGIERS.

As soon as the West India hurricane season is over, which is to say about Oct. 1, there will be towed to Algiers, La., says the New York Evening Journal, the great steel floating dock now being completed by the Maryland Steel Co., at Sparrows Point, Md., the most remarkable piece of machinery ever constructed.

This immense piece of marine mechanism for lifting great vessels out of the water in order to clean or repair them is certainly without a superior in its line. It can lift an 18,000 ton battleship clear of the water, something that cannot be duplicated by any other piece of machinery.

The floating dock is 525 feet in length and 125 feet wide. Its greatest draft is 49 feet. The dock proper is buoyed with immense pontoons composed each of so many water tight compartments, so that sinking is practically impossible. The cost of the dock complete is $810,000.

The use of many compartments in the supporting pontoons of the big dock is readily understood.

When it is necessary to dock a vessel, water is admitted to the compartments through 16 valves, and it requires about an hour to sink the dock so that craft can enter it. After the dock is sufficiently deep in the water the vessel enters and, having been accurately adjusted, the water is pumped out of the compartments.

The pumping apparatus is so arranged that either engine can steam from either boiler, and in case there is a breakdown on one side of the dock the pair of pumps on the other could do all the pumping. It takes about three and a half hours to raise the dock. The pumps also operate a line of hose which is employed to wash the slime from the hulls of vessels that are docked. This is quite a task, for the amount of fouling which is washed from the sides of a large ship is considerable, and after it has been cleaned the stuff has also to be washed from the floor of the dock, otherwise the men could not work about the craft.

The designs of the dock were originally made by Messrs. Clark & Standfield, of London, who in a publication upon drydocks acknowledge that the American system of docking vessels is the best. The designs were afterward modified at Sparrows Point to conform to American practice. The dock is furnished with electric lights, water supply, etc., and has comfortable accommodations for eight men. When it reaches its destination at Algiers, La., it will be moored to the shore by heavy cables, and from the openings in the walls large booms will form connection with the shore. The pointed ends of the forward and rear pontoons will cause the dock to be little affected by the current.

THE competition for the Anthony Pollock prize opened at Havre last week, when three hundred and twenty-eight models of apparatus were on view. It will be remembered that Mr. Pollock was drowned in the sinking of the steamer La Bourgogne, and his relatives, M. Osthemer, Dr. Richemot and M. Paraf, founded in his memory a prize of 100,000f. for the best means devised for saving life after collisions, etc., at sea. They received the members of the International Committee, consisting of E. Wilson Barker, Mr. M. J. Marcel, agent at Havre for the Royal Mail Co.; Mr. J. O. Cox, a retired United States sea captain; and Mr. Pitero Brown. The committee at once began its deliberations, and will give its decision relative to the inventions brought before it in the course of a few days.

SUN'S AMPLITUDES.

The following approximate amplitudes of the Sun's rising or setting will be given each week in this column during the season of navigation. A second bearing may be taken by compass at sunset, by reversing the east bearing given for the nearest latitude, as the change in declination for a few hours makes but a slight difference in the true bearing of the sun's setting. The bearing may be taken when the sun's center is on the horizon, rising or setting. The elements which may be obtained by taking these amplitudes are the quantities known as local attraction, variation and deviation, or the total difference between compass and true, or geographical bearings.

LAKE ERIE AND S. END LAKE MICHIGAN, LAT. 42° N.

Date.	Amplitude.	Bearing P'ts.	Bearing Comp.
Sept. 27....	E. 2° S.	= S. 7¾ E.	= E. ¼ S.
Sept. 30....	E. 4° S.	= S. 7⅝ E.	= E. ⅜ S.
Oct. 3....	E. 5° S.	= S. 7½ E.	= E. ½ S.

LAKE ONTARIO, S. END HURON AND CENTRAL PORTION LAKE MICHIGAN, LAT. 44° N.

Date.	Amplitude.	Bearing P'ts.	Bearing Comp.
Sept. 27....	E. 2° S.	= S. 7¾ E.	= E. ¼ S.
Sept. 30....	E. 4° S	= S. 7⅝ E.	= E ⅜ S.
Oct. 3....	E. 6° S.	= S. 7½ E.	= E. ½ S.

N. END LAKES HURON AND MICHIGAN, LAT. 46° N.

Date.	Amplitude.	Bearing P'ts.	Bearing Comp.
Sept. 27....	E. 2° S.	= S. 7¾ E.	= E. ¼ S.
Sept. 30....	E. 4° S.	= S. 7⅝ E.	= E. ⅜ S.
Oct. 3....	E. 6° S.	= S. 7½ E.	= E. ½ S.

LAKE SUPERIOR, LAT. 48° N.

Date.	Amplitude.	Bearing P'ts.	Bearing Comp.
Sept. 27....	E. 2° S.	= S. 7¾ E.	= E. ¼ S.
Sept. 30....	E. 4° S.	= S. 7⅝ E.	= E. ⅜ S.
Oct. 3....	E. 6° S.	= S. 7½ E.	= E. ½ S.

With a compass correct magnetic, the difference between the observed and true bearing or amplitude will be the variation for the locality. Should there be any deviation on the course the vessel is heading at the time of taking the bearing, the difference between the observed and the true amplitude after the variation is applied will be the amount of deviation on that course. If the correct magnetic bearing is to the right of the compass bearing, the deviation is easterly, if to the left, the deviation is westerly.

INACCURATE "NOTICES TO MARINERS."

We are in receipt of the following letter with liberty to publish:

CHIEF ENGINEER'S OFFICE,
DEPARTMENT OF MARINE AND FISHERIES,
OTTAWA, CANADA, September 17th, 1901.

The Editor Marine Record, Cleveland, Ohio.

My attention was drawn today, on my return to Ottawa, to the editorial in yours of the 29th August last, criticising the wording of matter in Canadian Notice to Mariners No. 59 of 1901, issued by this Department.

As the notice which you criticise was copied word for word from the United States Hydrographic Office Notice to Mariners No. 32 of 1901, it appears to me that it would have been more just as well as more generous to have refrained from bringing this Department so prominently forward as the culprit. Moreover I cannot agree with you that such notices, containing errors, are best left out of type. I have no doubt that the majority of your clients will explain to you that it is important that they should have early intimation of any changes affecting navigation, and will forgive a good deal of literary inaccuracy if they can secure promptness of publication. Sailors will further tell you that a point in a line between Bar Point and Colchester Point, 4½ miles from the former, is located with sufficient accuracy for their purposes.

Yours obediently,

WM. P. ANDERSON,
Chief Engineer.

We commend the standpoint taken by Col. Anderson in repudiating criticism directed to his Department. The editorial referred to leaned particularly and exclusively towards the U. S. Hydrographic Office and the Light-House Board, simply stating that the inaccuracies were accentuated by publication in the Canadian "Notices to Mariners." We have yet to hear from the U.S. Hydrographer, Navy Department, Washington, D. C.

THE EFFECT OF THE YACHT RACES.

In Outing for September Mr. John R. Spears takes a large view of the effect of the America's cup races on maritime affairs in general.

The interest in the races, he says, has turned the attention of more and more people to the sea. The heart of the backwoodsman and of the cowboy or the shepherd on the plains has thrilled at the report of American superiority in the pleasure ship. This stirring of their pride made men consider in the days when our naval ships were a disgrace to us whether we ought not to excel in warships as well as in yachts. And now our navy, ship for ship, fears not to face any navy in Europe. Our yachting victories turned our thoughts also to our merchant marine, and a time has come when a Crowninshield not only designs a famous racer but he designs and helps to build a merchant ship that is to be in some respects one of the most remarkable in the history of the sea. He not only designed Independence, but he designed and is part owner of the first seven masted schooner, a steel vessel to carry 6,000 tons dead weight, that is now in course of construction. Nor is that all. An honored commodore of the New York Yacht Club, a man who made his business career in connection with railroads, a man whose money has been poured out with unstinting hand in defense of the America's cup, has reached out recently for the trans-Atlantic trade—has bought so many steamers in that trade that the owners of other lines have been frightened into a "combine" to maintain "British supremacy" upon the high seas.

The America's cup, as a British offered prize, was but an unconsidered trifle in the affairs of a few yachtsmen. It was worth 100 ounces of silver—in those days less than $500. But in its effect on yachts and yachting and on ships and shipping—more important still in its effects on American men and maritime policy—who can calculate the results?

THE New York Marine Journal says: "A voyage was formerly any journey, whether by sea or land, it did not matter. Now it means 'a passage by water from one place, port or country, to another; especially, a passing or journey by water to a distant place or country.' According to careful usage, a trip implies a shorter journey than a voyage. You would make a trip across the North river or to Glen Island, but not a voyage. When it comes to long distances, either word is employed. For example, you may take a trip to Europe or around the world, or a voyage to Europe or around the world. It is splitting hairs to discriminate." In ordinary parlance, a passage means passing from one port to another, while a voyage is understood to be the round cruise, or several passages.

NOTES.

THE British Admiralty has given instructions that the Belleville water-tube boilers are to be fitted with valves of forged bronze, with spindles. This order applies to warships about to be refitted and also to vessels hereafter delivered by contractors.

ACCORDING to The British Medical Journal, a league has been formed in Paris with the object of collecting information in regard to seasickness, and also to train specialists who will practice on all steamers. The league has issued a journal called Du Mal de Mer. A congress will be held in the autumn. At Ostend an exhibition of inventions for the prevention and treatment of seasickness has been opened under the patronage of the King of the Belgians.

THE Arctic steamer Erik, in command of Lieut. R. E. Peary, U. S. N. from Cape Sabine, Ellesmere Land, Aug. 29, has arrived at North Sydney, C. B., all well. In a letter dated at Conger, April 4, 1901, Lieut. Peary summarized the results of his year's work as follows: First—The rounding of the northern limit of the Greenland archipelago, the most notherly known land. Second—The highest latitude yet attained in the Western Hemisphere (83 degrees 50 north). Third—The determination of the origin of the so-called paleocrystic ice, etc."

THE large steel barge, built by the Hamilton Bridge Co., for the Montreal Transportation Co., was successfully launched from Zealand's ship yards, Hamilton, Ont., on Saturday. The boat was christened Hamilton, by Miss Enid Hendrie, daughter of Mayor John S. Hendrie, who is president of the bridge company. The barge is 280 feet in length, with a capacity of 75,000 bushels and was built at a cost of $50,000. It is probable contracts will be placed for one or two others of even larger dimensions at an early date. Fully 5,000 people, including a number of invited guests from Montreal, Kingston, Toronto and other places, witnessed the launch.

IN an article in the North American Review, the late Sir Walter Besant discusses the Burden of the New Century. Speaking of the increased rapidity of communication, he asks: "Is there no simpler machinery than the steam-driven screw and the paddle? Perhaps. Consider the action of a duck; she flies over the water; she does not plough through it; she presents a smooth, round breast, and she beats the surface rapidly with her strong pinions. The ship of the future will be shallow and round in build, like the duck; she will be provided with a row of wing-like propellers; she will not plough the waters, but will skim them with her electric wings and her speed will be, not 30 knots, but 150."

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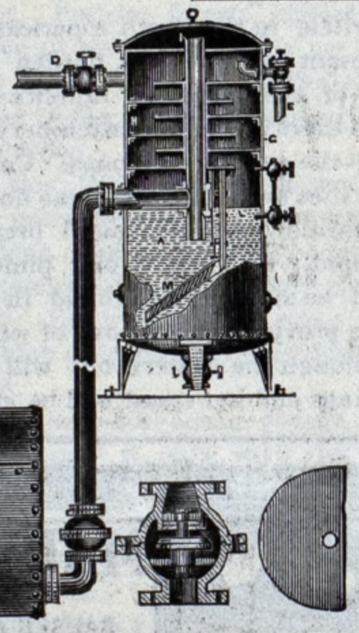

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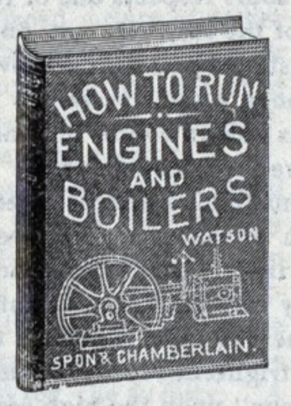

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Railroad Day at the Pan-American,

Saturday, September 28, will be unique in the history of the Buffalo Exposition. The gorgeous procession will fittingly illustrate the progress of transportation methods from the days of the ancients to the extravagant comforts and elegance which characterize modern methods. For this occasion the Nickel Plate Road will sell tickets September 27 at $3.35 for the round trip, between Cleveland and Buffalo, good 5 days after day of sale. Inquire of nearest agent of the Nickel Plate Road, or E. A. Akers, C. P. & T. A., Cleveland, O. 200-39

$2.00 Pays for 52 copies of The Marine Record including Supplements.

NOTICE TO MARINERS.

UNITED STATES OF AMERICA—NORTHERN LAKES AND RIVERS—MICHIGAN.

TREASURY DEPARTMENT,
OFFICE OF THE LIGHT-HOUSE BOARD,
WASHINGTON, D. C., Sept. 24, 1901.

ST. MARYS RIVER.—Notice is hereby given that, on or about September 25, 1901, owing to the widening of Upper Hay Lake cut, Hay Lake channel, St. Marys river, the following changes will be made in the aids to navigation :

MIDDLE HAY LAKE RANGE FRONT LIGHT, NO. 17.—The arc of illumination of this fixed white lens-lantern light, about ½ mile N. by E. ½ E. of Six-Mile Point, and to the eastward of the southerly end of upper Hay Lake cut, St. Marys river, will be increased to show an arc of 270° in place of 90° as at present. The light will show up stream and form a guide for vessels coming down stream on the Frechette Point range. The westerly edge of the light will mark the northeasterly edge of the newly widened upper Hay Lake cut, and vessels should not enter the dark sector.

FRECHETTE POINT RANGE REAR LIGHT, NO. 22.—On the same date this fixed lens-lantern light will be exhibited from a white, square, pyramidal, skeleton, iron tower, with white daymark of horizontal slats, on a platform on piles, 172 feet south and 284 feet east of its former position, in about 10 feet of water, nearly ⅜ mile above Frechette Point, on the northerly prolongation of the axis of the cut, and 2,500 feet N. 36° 49′ W. (N. W. ¾ N.) in rear of the front light of this range.

By order of the Light-House Board :

N. H. FARQUHAR,
Rear-Admiral, U. S. Navy, Chairman.

THE Liverpool Underwriters' Association report casualties to vessels of 500 tons register and upwards during last month. They numbered 348 as against 349 for August in last year. Classified the casualties were: Weather damage, 33; founderings and abandonments, 3; strandings, (including 12 total losses), 113; collisions, 113; fires and explosions, 21; missing, 2, and other 63.

FLOTSAM, JETSAM AND LAGAN.

Wreckage from the lost steamer Hudson is strewn along the beach of the Peninsula, near Houghton, for a distance of twenty miles. Capt. Henry Corgan, keeper of the light at Cooper harbor, has picked up lifeboat No. 1 and other wreckage.

Capt. John G. Crowley, Taunton, Mass., will have another seven-masted schooner built, somewhat similar to the one under contract at the Fore River Ship & Engine Building Co.'s yards at Quincy, Mass., to be 365 feet long, 50 feet beam and 34 feet deep, with a cargo capacity of 7,000 tons.

The Russian battleship Retvizan returned on Monday, after a preliminary trial trip off the Delaware Capes. Her structural tests, which were of an official nature, were entirely satisfactory. It is confidently expected that on the official trip she will exceed her contract requirements of 18 knots.

The re-christening a few days ago of the Barry Bros.' steamer Hartford, now the Charles H. Hackley, was attended by over 2,000 people, 400 of whom were invited guests and were admitted on board the boat. The bottle of champagne was broken over the bow by one of Muskegon's popular young society leaders, Miss Kate Burrow Lee. Ex-city attorney C. W. Sessions made a short address, during which he spoke of the generosity of Muskegon's philanthropist, Charles H. Hackley, and gave this as the reason for re-naming the boat after him.

Press dispatches recently stated that Capt. Donnelly, of Kingston, engineering inspector for Lloyd's, had been appointed inspector of hulls at Toronto by the Dominion Government, a position vacant since the death of T. Risely, about three years ago. Capt. Donnelly has not received any appointment from the Dominion Government, and if he did it would not be that of inspector of hulls, as Capt. Donnelly is an engineer, and not a surveyor of hulls. The office of inspector of hulls, at Toronto, has been filled for some years by W. Evans, and S. McKim is inspector of machinery. The appointment which Capt. Donnelly has received is that of inspector for the Western Assurance Co., which was given a charter at the last session of the Dominion Parliament to transact a wrecking business in connection with its marine insurance business in Canada.—The Railway and Shipping World, Toronto.

TREASURY DEPARTMENT,
WASHINGTON, D. C., Sept. 11, 1901.

SEALED PROPOSALS, ON SEPARATE FORMS, are invited and will be received at this department until 2 o'clock p. m., Saturday, October 12, 1901 (at which time and place they will be opened in the presence of attending bidders), for the construction of one steam propeller for the United States Revenue Cutter Service for harbor duty at Boston, Massachusetts, to be known while in course of construction or until launched as No. 9, R. C. S., and for one steam propeller for said service, for duty in the St. Mary's River, Michigan, to be known while in course of construction or until launched as No. 10, R. C. S. Said vessels are to be constructed in accordance with plans and specifications provided by the Secretary of the Treasury, which, together with forms of proposals, contracts, etc., may be obtained upon application to this department. Bids must be addressed to the Secretary of the Treasury, and be endorsed on the envelope "Proposals for Steamers for Revenue Cutter Service." The right is reserved to reject any or all bids, and to waive defects if deemed for the interest of the Government so to do. (Signed),

O. L. SPAULDING,
Acting Secretary.

38–39

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For further particulars see
"Passenger Lines on the Lakes,"
page 18.

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CLEVELAND AND CANADA.—Lake Erie Navigation Co., Walkerville, Ont.

CHICAGO, MILWAUKEE AND MICHIGAN PORTS.—Goodrich Transportation Co., Chicago.

CLEVELAND AND BUFFALO, N. Y.—Cleveland & Buffalo Transit Co., Buffalo.

TORONTO, MONTREAL AND QUEBEC.—Richelieu & Ontario Navigation Co., Montreal.

CHICAGO, ST. JOSEPH AND BENTON HARBOR.—Graham & Morton Line, Benton Harbor, Mich.

TOLEDO, WINDSOR AND SAULT STE. MARIE, ALSO "SOO" TO MICHIPOCOTEN.—Algoma Central Steamship Line, Sault Ste. Marie, Ont.

BUFFALO, CLEVELAND, DETROIT, "SOO," AND DULUTH.—The Erie & Western Transportation Co. (Anchor Line), Buffalo.

CHICAGO, CHARLEVOIX AND MACKINAW.—Manitou Steamship Co., Chicago.

TOLEDO & SARNIA, DETROIT & ST. CLAIR RIVER PORTS.—White Star Line, Detroit.

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PRACTICAL MECHANICS.

Applied to the requirements of the sailor. By Thos. McKenzie. Illustrated; 12 mo.; cloth, $1.50, by mail, prepaid. The Marine Record, Western Reserve Bldg., Cleveland, O.

PROPOSED PATROL BOAT FOR USE OF OHIO FISH AND GAME COMMISSION IN WATERS OF LAKE ERIE.

The Ohio Fish and Game Commission will receive bids at Auditor of State's office, Columbus, Ohio, 2 p. m., Saturday, October 5th, for the construction of a patrol boat for use in the waters of Lake Erie. Plans and specifications may be seen at Auditor of State's office, Columbus, Ohio, or copies of same may be secured upon application from the Secretary of Ohio Fish and Game Commission, Athens, Ohio. The Commission reserves the right to reject any or all bids. Bids may be mailed to Ohio Fish and Game Commission, care Auditor of State's office, Columbus, Ohio.

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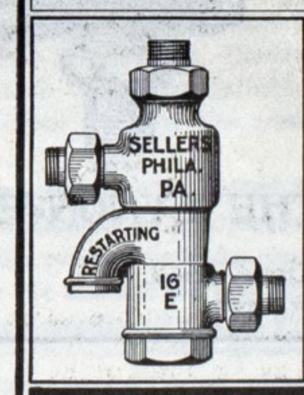

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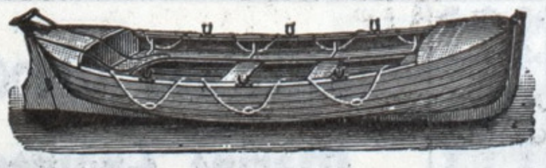

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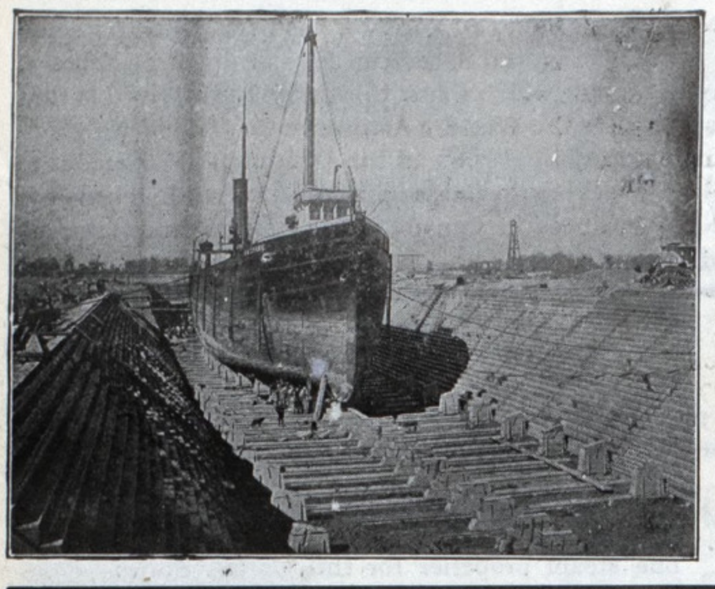

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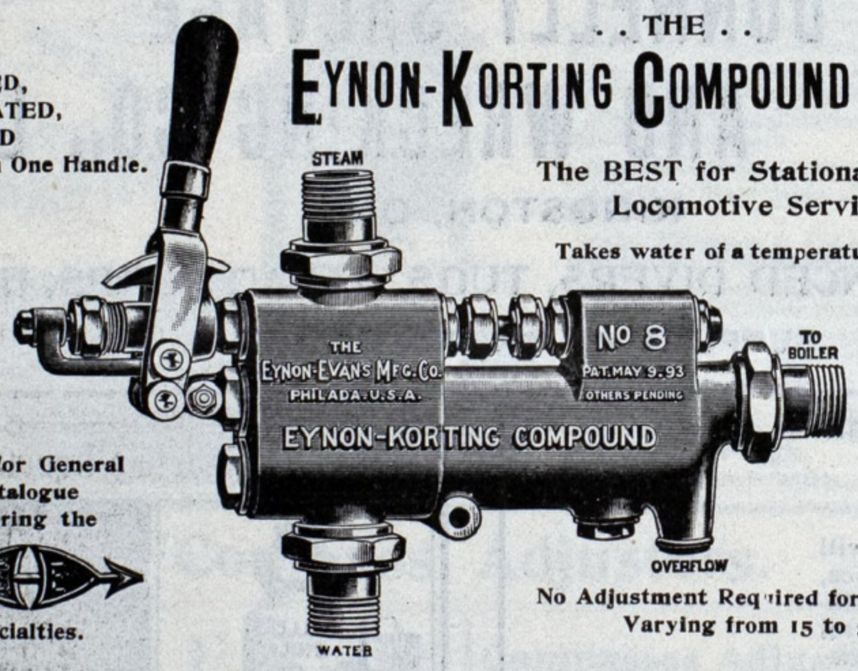

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